

601 KING STREET

Final Environmental Impact Report

99.554E

Draft EIR Publication Date: May 27, 2000

Draft EIR Public Hearing Date: July 6, 2000

Draft EIR Public Comment Period: May 27-July 6, 2000

EIR Certification Date: August 17, 2000

Changes from the text of the Draft EIR are indicated by solid dots (●) at the beginning of each revised section, paragraph, graphic or table.

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File No.: 1999.554E
601 King Street Office Building

SAN FRANCISCO
CITY PLANNING COMMISSION
MOTION NO. 15953

ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR A PROPOSED OFFICE BUILDING WITH PARKING GARAGE, AT 601 KING STREET.

MOVED, That the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report identified as case file No. 1999.554E, (hereinafter "Project") based upon the following findings:

1) The City and County of San Francisco, acting through the Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et. seq.*, (hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").

a. The Department determined that an Environmental Impact Report (hereinafter "EIR") was required and provided public notice of that determination by publication in a newspaper of general circulation on April 5, 2000.

b. On May 27, 2000, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.

c. On May 27, 2000 copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse.

2) The Commission held a duly advertised public hearing on said Draft Environmental Impact Report on July 13, 2000 at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on July 13, 2000.

3) The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the public review period for the DEIR, and prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period. This material was presented in a "Draft Summary of Comments and Responses," published on August 7, 2000 was distributed to the Commission and to all parties who commented on the DEIR, and was available to others upon request at Department offices.

4) A Final Environmental Impact Report has been prepared by the Department, consisting of the Draft Environmental Impact Report, any consultations and comments received during the review process, any additional information that became available, and the Summary of Comments and Responses all as required by law.

5) Project Environmental Impact Report files have been made available for review by the Commission and the public. These files are available for public review at the Department offices at 1660 Mission Street, and are part of the record before the Commission.

6) On August 17, 2000 the Commission reviewed and considered the Final Environmental Impact Report and hereby does find that the contents of said report and the procedures through which the Final Environmental Impact Report was prepared, publicized and reviewed comply with the provisions of CEQA, the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code.

7) The Planning Commission hereby does find that the Final Environmental Impact Report concerning File No. 1999.554E, 601 King Street reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Summary of Comments and Responses contains no significant revisions to the Draft Environmental Impact Report, and hereby does CERTIFY THE COMPLETION of said Final Environmental Impact Report in compliance with CEQA and the CEQA Guidelines.

8) The Commission, in certifying the completion of said Final Environmental Impact Report, hereby does find that the project described in the Environmental Impact Report will not have a project specific significant effect on the environment. The project's incremental contribution to potential cumulative increases in traffic congestion would be negligible.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of August 17, 2000.

Linda Avery
Commission Secretary

AYES: Theoharis, Mills, Chinchilla, Joe, Antenore, Salinas

NOES: None

ABSENT: Richardson

ADOPTED: August 17, 2000

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CHAPTER I

SUMMARY

A. PROJECT DESCRIPTION (p. 8)

This project site is located in the South of Market (SoMa) neighborhood of San Francisco in an M-2 (Heavy Industrial) Zoning District on the northern portion of a block bordered by King Street to the north, Seventh Street to the east, Berry Street to the south, and De Haro Street diagonally to the west. The site is directly across King Street from the Baker & Hamilton building, a city landmark recently approved for conversion from retail uses to office space. The site consists of two parcels, Lots 1 and 2 of Assessor's Block 3800, and is 93,218 square feet in size. The project sponsor is 601 King Associates.

The project sponsor would demolish two buildings at 830 Seventh Street and 601 King Street. The structures provide approximately 84,000 square feet of space for the storage and distribution of dried food goods. The older of the two structures, 830 Seventh Street, was constructed in 1927 and is rated "6Y2" on the State Office of Historic Preservation database, meaning that it has been evaluated and determined to be ineligible for listing on the *National Register of Historic Places*. The building is not listed in Article 10 of the Planning Code. Constructed in 1986, 601 King Street is a large one-story, rectangular, aluminum-sided building with no architectural design features and a loading dock on its western frontage.

The proposed building would be a 4-story (plus mechanical penthouse and basement parking level) structure, approximately 50 feet tall, and would contain approximately 238,000 gross square feet of office space. The new building would be a concrete-frame structure with a variety of cladding materials and glass. Parking on the basement and ground levels, accessed from Berry Street and the paved private alley that runs diagonally along the rear (southwestern) property line, would provide 321 independently accessible off-street parking spaces. Two off-street freight loading spaces would be provided to the east of the private alley adjacent to the secondary building entrance. Vehicles would enter the private alley from Berry Street and exit the alley at the opposite end of the project site at the intersection of King and De Haro Streets.

As currently proposed, the primary pedestrian entrance to the building would be on Seventh Street. This entrance would bring pedestrians up a flight of stairs to a lobby via a second-floor open-air courtyard. The lobby would be situated near the center of the building and would include stairs, three passenger elevators, and one freight elevator. The building would cover the entire project site (excluding the private alley). The project's floor area ratio (FAR) would be 2.55:1, which is below the maximum permitted FAR of 5:1 in the M-2 Use District.

Project construction would take about 14 months, including demolition of the existing structures, with occupancy planned for September 2001. Construction cost, including demolition, is estimated at \$30 million. The project architect is Pfau Architecture.

B. MAIN ENVIRONMENTAL EFFECTS

This environmental impact report, for the 601 King Street project, focuses on the issues of visual quality and transportation. The visual quality issue relates to the construction of a new 50-foot tall office structure and the demolition of two industrial buildings that range from one to four stories in height in a neighborhood composed of structures that vary widely in style, height, and massing. The transportation issue is based on the proposed increased intensity of use on the site (from 84,000 gsf to 238,000 gsf and from 15 to 866 employees).

All potential environmental effects were found to be at a less-than-significant level or to be mitigated to a less-than-significant level with mitigation measures to be implemented by the project sponsor. The issues of land use and visual quality, although determined in the Initial Study to be less-than-significant, are discussed in this EIR for informational purposes only. (Please see the Initial Study, included in this document as Appendix A, for analysis of issues other than zoning and land use, visual quality, and traffic and circulation.)

VISUAL QUALITY (p.24)

The proposed project would result in a visual change since it would demolish two existing industrial warehouse structures (ranging in height from one to four stories), dating from the 1920s and from the 1980s, and construct a substantially larger four-story (plus basement and mechanical penthouse) office building.

The proposed 50-foot-tall project would be similar in height to the Baker & Hamilton Building located directly across King Street, and the proposed parking garage and office building currently under construction immediately to the southwest of the Baker & Hamilton Building. The proposed project would be one to two stories taller than some of the one- to two-story light industrial buildings in the vicinity. The proposed building would be a concrete-frame structure with a variety of cladding materials and glass.

Although visual quality is subjective, given the proposed exterior materials and the fact that the proposed project would be within a group of nearby buildings of varying height and bulk, it cannot be concluded that the proposed building would result in a substantial, demonstrable negative aesthetic effect, or that it would substantially degrade the existing visual character of the site and its surroundings.

The proposed project would be constructed within an increasingly densely built urban area. From long-range vantage points, such as Twin Peaks, the proposed project would be consistent with the context of

other nearby buildings. Although the additional height would be visible from surrounding buildings, the project would not obstruct any publicly accessible scenic views, nor would it have a substantial adverse effect on a scenic vista. Further, the proposed project would not produce obtrusive glare that would substantially affect other properties and would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass.

In light of the above, the proposed project would not result in significant impacts related to visual quality and urban design.

TRAFFIC AND CIRCULATION (p. 32)

The project would generate about 4,300 net new person trips per day, with a total of about 365 net new person trips during the p.m. peak hour, of which about 184 would be vehicle trips, 73 would be transit trips, and the remaining 43 trips would be walking trips or by other modes such as bicycle, motorcycle and taxi. All of the seven study intersections studied currently operate at acceptable (LOS C or better) service levels during the p.m. peak hour. Three of the study intersections operate at LOS C (Seventh at Townsend, King, and Berry Streets) and four operate at LOS B (Seventh/Brannan, Eighth/Brannan, Eighth/Townsend, and Division/King/De Haro). With the addition of project traffic, operating conditions would not worsen from existing conditions at any of the study intersections.

Under cumulative (2015) conditions, intersection levels of service would deteriorate to LOS F at five of the seven study intersections (Eighth/Townsend, Seventh/Brannan, Seventh/Townsend, Seventh/King, and Seventh/Berry), from LOS B to LOS D at Eighth/Brannan, and from LOS B to LOS C at Division/King/DeHaro. The proposed project's contribution to the intersections that would operate at LOS F would not be considerable.

The project would generate approximately 70 net new p.m. peak-hour transit trips. The additional transit trips would represent less than 2 percent of the capacity of each MUNI bus line and would not be significant. Similarly, project ridership on regional carriers would not measurably affect p.m. peak-period capacity utilization on BART, AC Transit, Golden Gate Transit, SamTrans, or Caltrain. By 2015, increased MUNI and AC Transit capacity would be necessary, although the proposed project would have a relatively limited effect in the context of long-range cumulative growth and the 2015 conditions would occur with or without the proposed project.

The proposed project would provide 321 independently accessible off-street parking stalls, a shortfall of 105 spaces from the Planning Code requirement for 426 spaces (at one space per 500 square feet). Valet operation of the proposed parking facility, as proposed by the project sponsor, would provide parking for approximately 451 vehicles. The project sponsor intends to seek approval for the project as a Planned Unit Development (PUD), a designation under which the project would not be required to provide a specific number of parking spaces but would be required to "provide off-street parking adequate for the occupancy proposed." The project would create long-term parking demand for about 448 net new

parking spaces, and short-term parking demand for about 34 net new equivalent daily spaces, for a total parking demand of about 482 daily spaces.

The project's 13 spaces for disabled-accessible parking and 19 bicycle parking spaces would meet the Code requirements. The project's two proposed loading spaces would meet the Planning Code requirement. Neither pedestrian nor bicycle conditions would be substantially affected by the proposed project.

In summary, the project would not result in a significant impact on traffic, transit, circulation or parking.

C. MAIN MITIGATION MEASURES (p. 39)

MEASURES PROPOSED AS PART OF THE PROJECT

Mitigation Measure 1 – Noise and Vibration

The project sponsor shall require the construction contractor to use state-of-the-art noise shielding and muffling devices on construction equipment. The project sponsor shall also be required to notify adjacent building owners and occupants, prior to pile-driving and other vibration-producing activities, of the dates and expected duration of such work.

Mitigation Measure 2 – Construction Air Quality

The project sponsor shall require the contractor(s) to sprinkle the project site with water during demolition, excavation and construction activity twice per day; sprinkle unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material being hauled on trucks; and sweep surrounding streets during demolition and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose.

Mitigation Measure 3 – Geology

- a. The project sponsor and contractor shall follow the recommendations of the final geotechnical report(s) regarding any excavation and construction for the project.
- b. The project sponsor shall ensure that the construction contractor conducts a pre-construction survey of existing conditions and monitors the nearby Baker & Hamilton Building for damage during construction, if recommended by the geotechnical engineer.

Mitigation Measure 4 – Hazards

The project sponsor shall ensure that building surveys for PCB-containing, hydraulic oils, fluorescent lights, lead-based paint are performed prior to the start of renovations. Any hazardous materials so discovered shall be abated according to federal, state, and local laws and regulations.

Asbestos-containing materials shall be removed and disposed or encapsulated prior to remodeling and reuse of the building. Interior asbestos-containing materials shall be removed as part of the project. All asbestos abatement and encapsulation procedures shall be performed in accordance with applicable federal and state guidelines. Equipment identified as containing PCB oils shall be removed and properly disposed. Construction and renovation activities that disturb surfaces containing lead-based paint shall comply with Chapter 36 of the San Francisco Building Code for the identification, safe work practices, proper removal methods, and notification.

Mitigation Measure 5 – Cultural Resources

Given the location and magnitude of excavation proposed, and the possibility that archaeological resources could be encountered on the project site, the project sponsor shall retain the services of an archaeologist. The archaeologist shall carry out a pre-excavation program to better the probability of finding cultural and historical remains. The testing program shall use a series of mechanical, exploratory borings or trenches and/or other testing methods determined by the archaeologist to be appropriate.

If after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist shall submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigation or precautions are necessary, he/she shall consult with the ERO and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist shall immediately notify the ERO, and the project sponsor shall halt any activities which the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources shall be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist shall prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which shall contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO shall recommend specific additional mitigation measures to be implemented by the project sponsor.

These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural material.

Finally, the archaeologist shall prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure shall be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) shall be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center of the California Historical Resources Information System at Sonoma State University. Three copies of the final archaeology report(s) shall be submitted to the Office of Environmental Review, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center.

D. ALTERNATIVES TO THE PROPOSED PROJECT (p. 43)

ALTERNATIVE A: NO PROJECT

This alternative would entail no change to the site, which would remain in its existing condition. The existing 830 Seventh Street and 601 King Street buildings would not be demolished, and the proposed new 601 King Street office structure would not be constructed. Unless the existing buildings were upgraded to accommodate other tenants, there would be no temporary construction impacts, such as noise, dust and construction traffic.

This alternative would not result in any increase in travel to and from the project site, thus avoiding traffic-related effects of the proposed project. This alternative would not result in visual changes compared to visual quality effects associated with the construction of a new 50-foot office building. This alternative would also not cause any of the other impacts associated with the proposed project as described in the Initial Study, such as those related to the minor increase in shadow and an incremental increase in emissions of criteria air pollutants.

The No Project Alternative would be environmentally superior to the project because it would avoid the environmental impacts of the project. However, this alternative would not meet any of the project sponsor's objectives.

ALTERNATIVE B: REDUCED PARKING ALTERNATIVE

This alternative would involve construction of an office building with the same general configuration, massing, height, and building envelope as the proposed project, except that it would not include a basement parking level. Under this alternative, the project would provide 215 parking spaces on one full ground floor level and half of the second level (the other half would be devoted to office space). This alternative would also provide the same 25 surface parking spaces at the rear of the project site on the private alley.

In contrast to the proposed project, this alternative would provide approximately 240 parking spaces rather than 321 spaces. This alternative would also differ from the proposed project in that it would provide approximately 189,000 gsf of office space rather than the 238,000 gsf office space that the proposed project would provide.

The operational impacts associated with this alternative would be proportionally reduced in relationship to the proposed project with regard to traffic generation and traffic-related emissions of criteria air pollutants. Construction related noise and air quality effects of this alternative would be less than those associated with the proposed project since no excavation would occur and the construction period would be shorter. Visual quality effects of this alternative would not change substantially from those of the

proposed project. However, because this alternative would result in the ground-floor being occupied by parking rather than office space, it would likely be less visually attractive from a pedestrian perspective. Effects associated with hazardous materials and potential subsurface archaeological artifacts would be less than those of the proposed project since this alternative would not involve excavation. As with the proposed project, effects related to wind, shadow and historic resources would be less than significant.

E. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

The primary area of controversy associated with the proposed project concerns the increasing of automobile traffic in the vicinity of the project site. The Planning Commission (or Board of Supervisors on appeal) will decide whether to approve or disapprove the proposed project after review and certification of the EIR. In selecting or rejecting project alternatives, decision makers may also use other information in the public record.

CHAPTER II

PROJECT DESCRIPTION

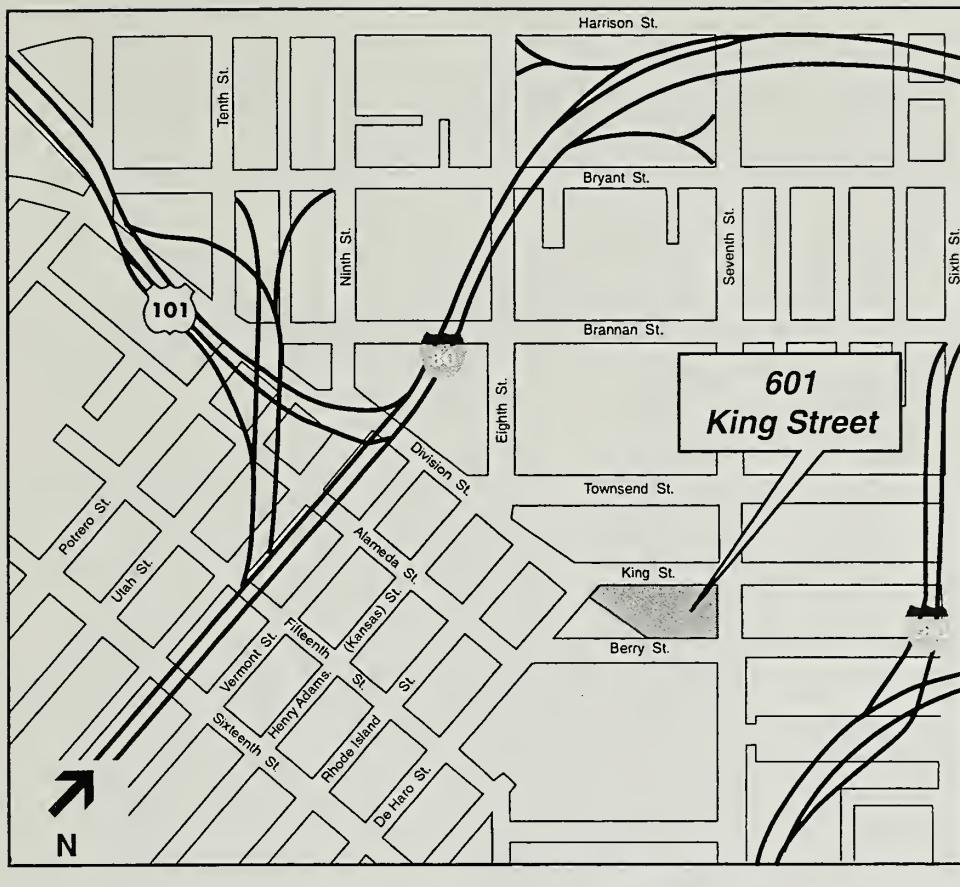
A. SITE LOCATION AND PROJECT CHARACTERISTICS

This project site is located in the South of Market (SoMa) neighborhood of San Francisco in an M-2 (Heavy Industrial) Zoning District. The project sponsor would demolish two buildings at 830 Seventh Street and 601 King Street to construct a 4-story (plus mechanical penthouse and basement parking level) office structure, approximately 50 feet tall.

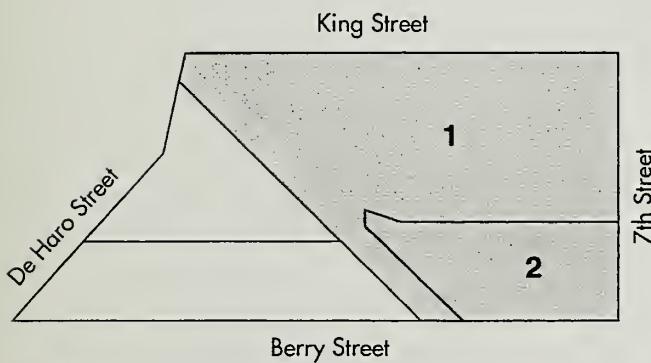
The project site is located on the northern portion of a block bordered by King Street to the north, Seventh Street to the east, Berry Street to the south, and De Haro Street diagonally to the west (see Figure 1). The site is directly across King Street from the Baker & Hamilton Building, a city landmark recently approved for conversion from retail uses to office space. The site consists of two parcels, Lots 1 and 2 of Assessor's Block 3800, and is 93,218 square feet in size. The project sponsor is 601 King Associates.

The new building would contain approximately 238,000 gross square feet of office space (see Figures 2-5 for site and floor plans). Parking on the basement and ground levels, accessed from Berry Street and the paved private alley that runs diagonally along the rear (southwestern) property line, would provide 321 independently accessible off-street parking spaces. Two off-street freight loading spaces would be provided to the east of the private alley adjacent to the secondary building entrance. Vehicles would enter the private alley from Berry Street and exit the alley at the opposite end of the project site at the intersection of King and De Haro Streets.

Two existing industrial warehouse structures currently occupy the project site. The structures provide approximately 84,000 square feet of space for the storage and distribution of dried food goods. The older of the two structures, 830 Seventh Street, was constructed in 1927. This irregularly shaped building on the southeastern portion of the site varies in height from one to four stories and includes frontages on Seventh and Berry Streets, as well as the paved alley. This structure is sheathed in metal sheeting that is perforated with a variety of window and door openings. The building is rated "6Y2" on the State Office of Historic Preservation database, meaning that it has been evaluated and determined to be ineligible for listing on the *National Register of Historic Places*. The building is not listed in Article 10 of the Planning Code. Occupying the northern portion of the project site is 601 King Street. Constructed in 1986, this utilitarian structure is a large one-story, rectangular, aluminum-sided building with no architectural design features and a loading dock on its western frontage.

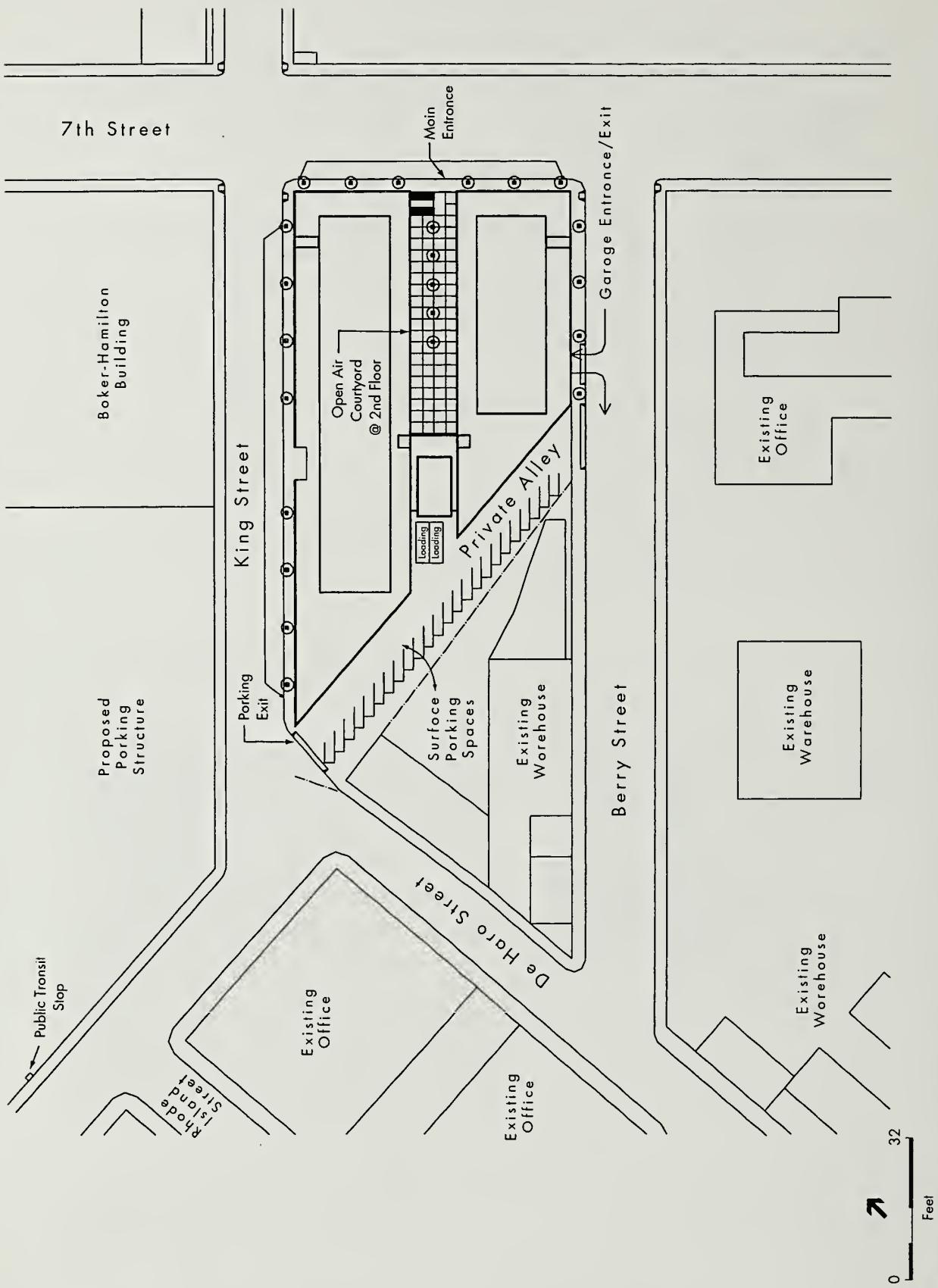


Project Site
Assessor's Block 3800
Lots 1 and 2



SOURCE: Environmental Science Associates; San Francisco Planning Department

601 King Street / 200067 ■
Figure 1
Project Location

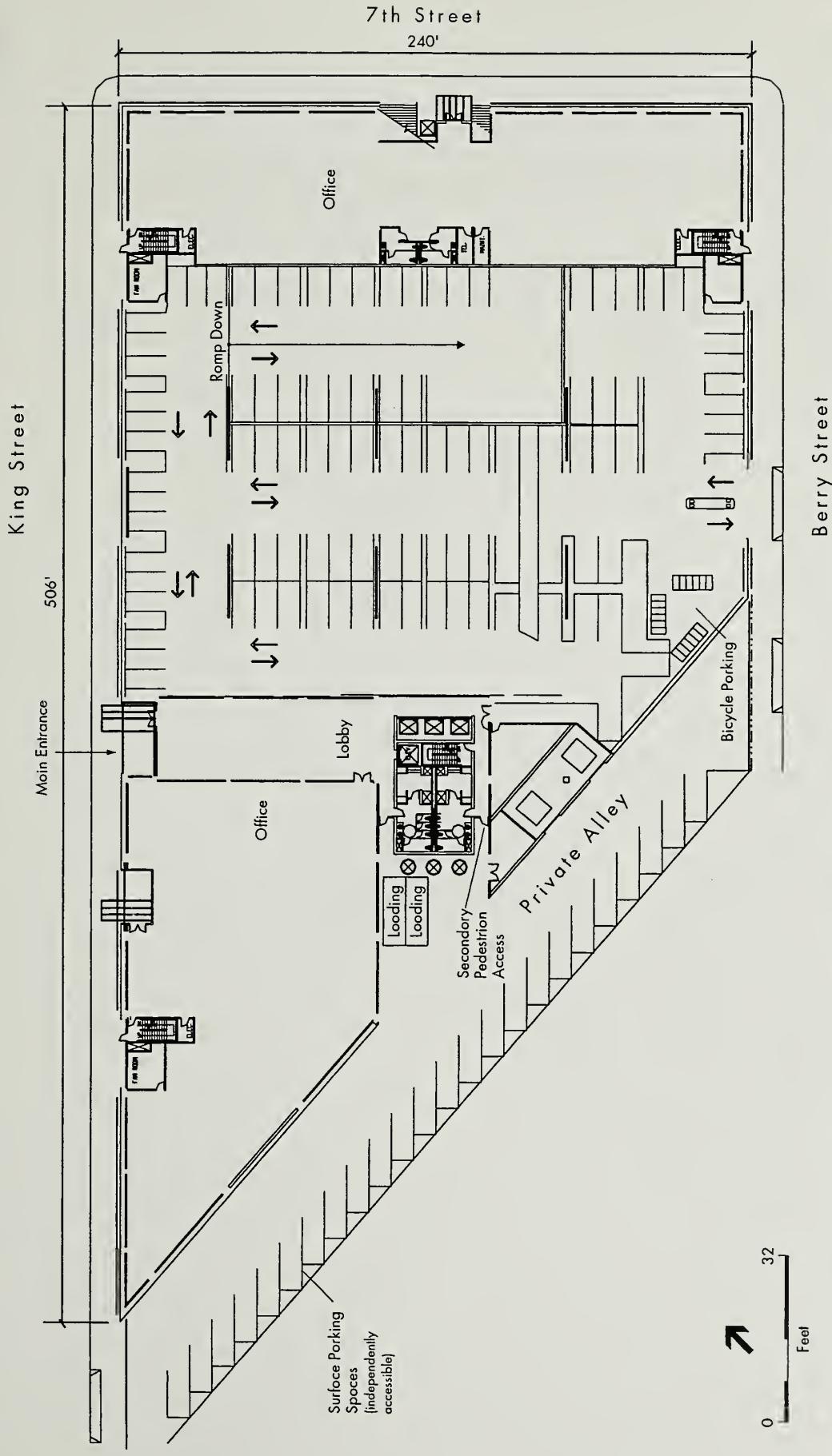


SOURCE: Pfau Architecture, Environmental Science Associates

601 King Street / 200067 ■
Figure 2
Site Plan

Proposed Parking Structure

Baker-Hamilton Building

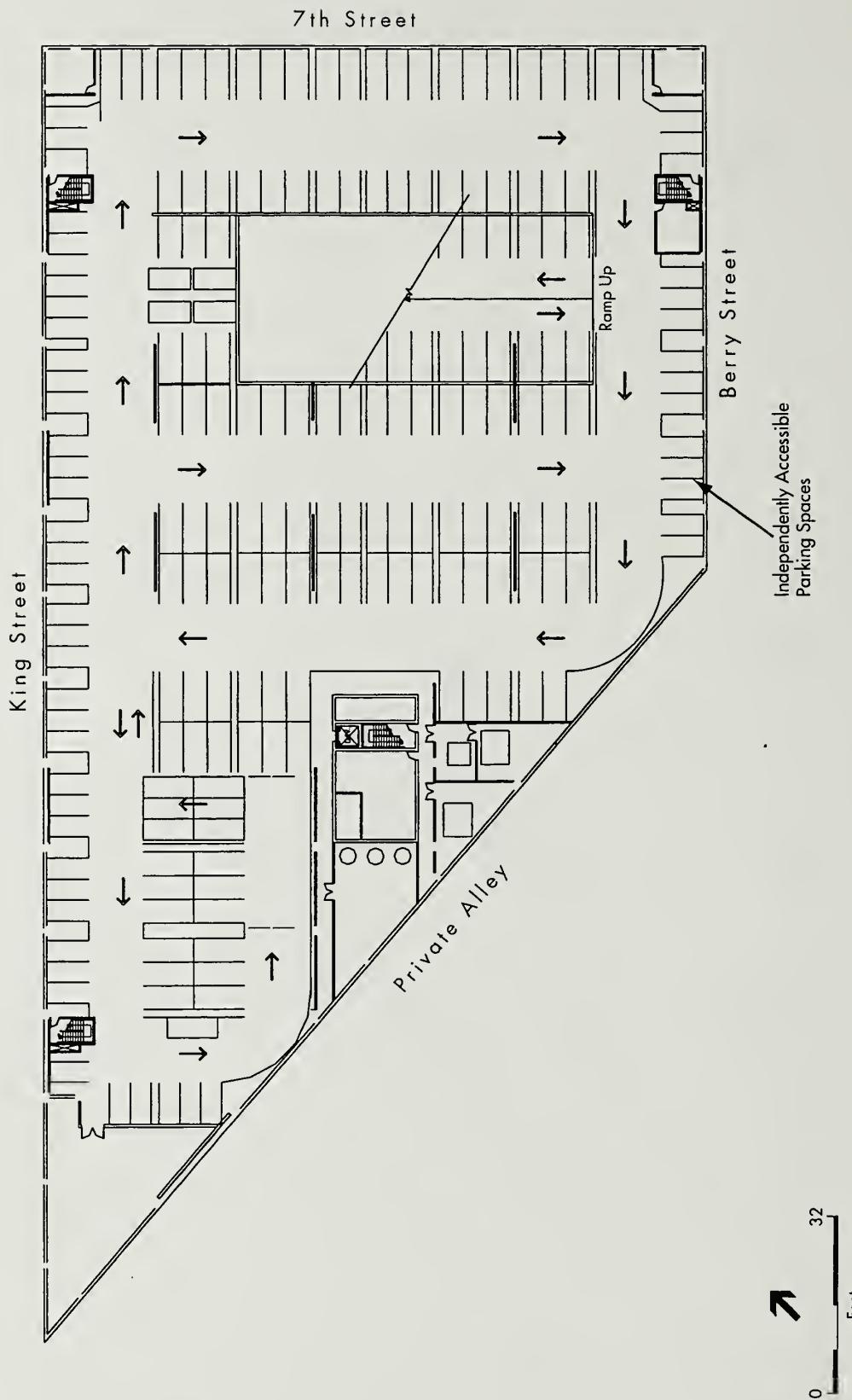


SOURCE: Pflau Architecture, Environmental Science Associates

601 King Street / 200067 ■

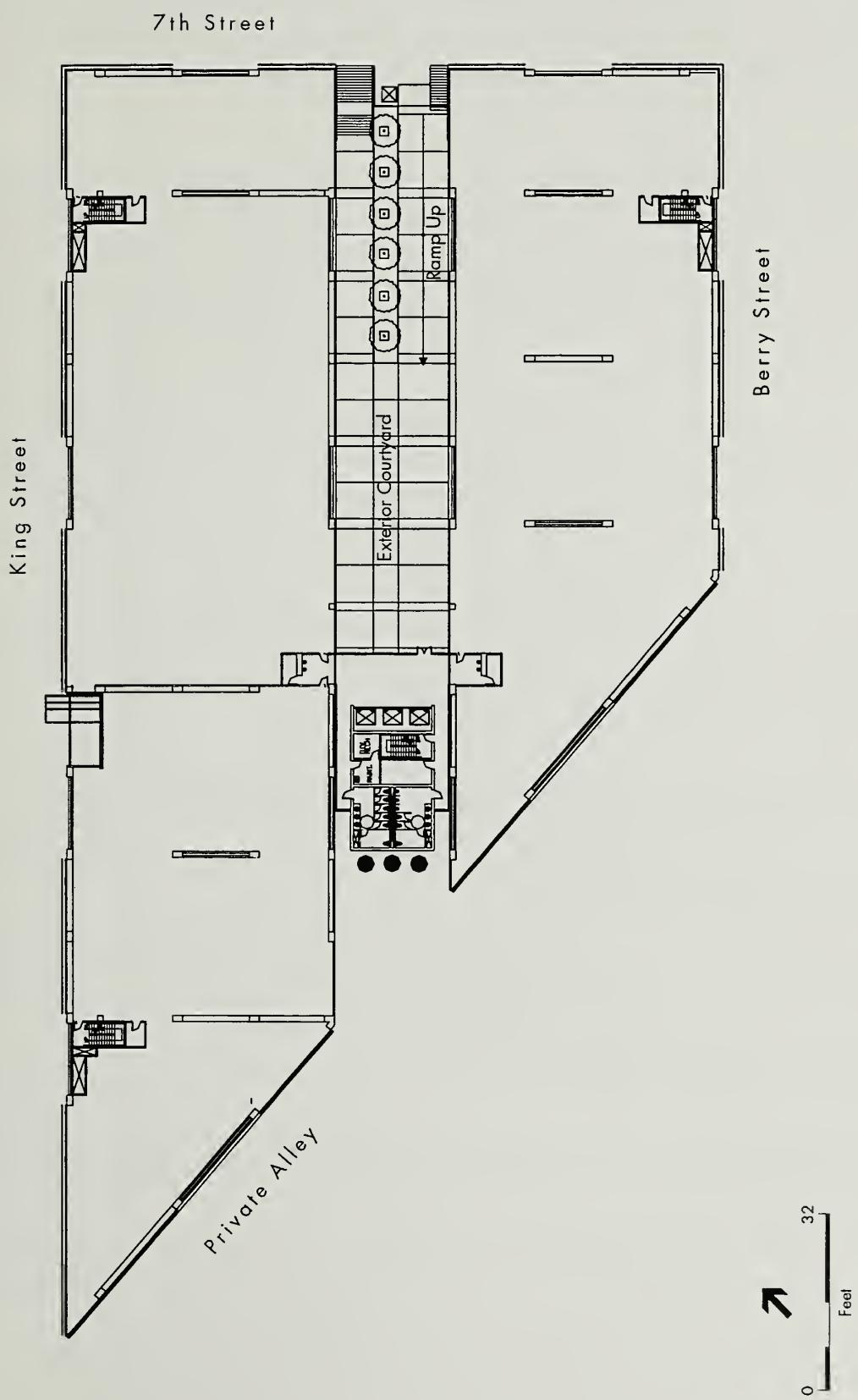
Figure 3

Ground Floor Plan



SOURCE: Pfau Architecture, Environmental Science Associates

601 King Street / 200067 ■
Figure 4
Basement Plan



SOURCE: Pfau Architecture, Environmental Science Associates

601 King Street / 200067 ■
Figure 5
Typical Floor Plan

The proposed building would be a concrete-frame structure with a variety of cladding materials and glass, (see Figures 6 and 7 for elevations). According to the project architect, the exterior's varied mix of colors and materials is proposed to express the different volumes of the building's mass and to reduce its visual scale. The building's modular fenestration pattern is designed to relate to the Baker & Hamilton Building but is also varied to give the building a human scale.

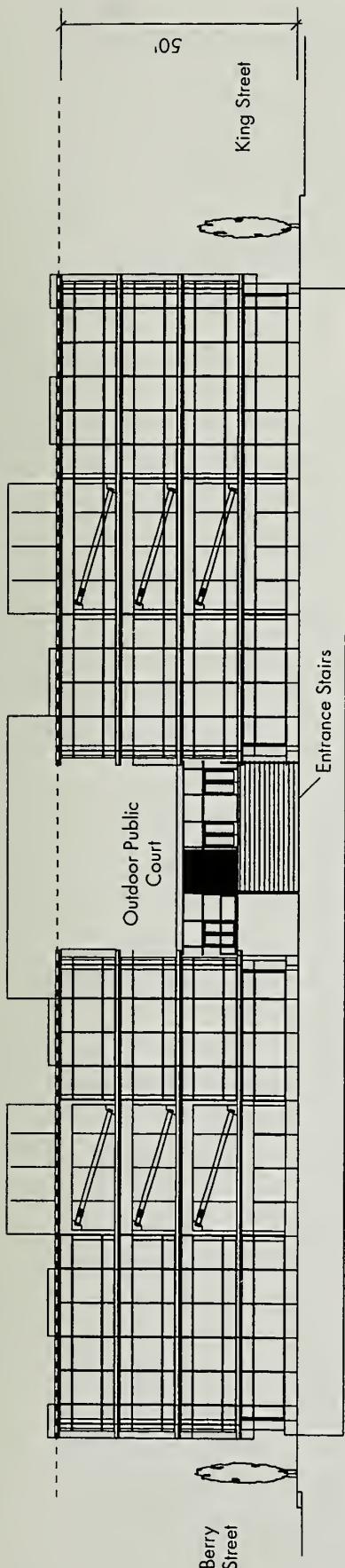
As currently proposed, the primary pedestrian entrance to the building would be on Seventh Street. This entrance would bring pedestrians up a flight of stairs to a lobby via a second-floor open-air courtyard. The lobby would be situated near the center of the building and would include stairs, three passenger elevators, and one freight elevator. The building would cover the entire project site (excluding the private alley). The project's floor area ratio (FAR) would be 2.55:1, which is below the maximum permitted FAR of 5:1 in the M-2 Use District.

Project construction would take about 14 months, including demolition of the existing structures, with occupancy planned for September 2001. Construction cost, including demolition, is estimated at \$30 million. The project architect is Pfau Architecture.

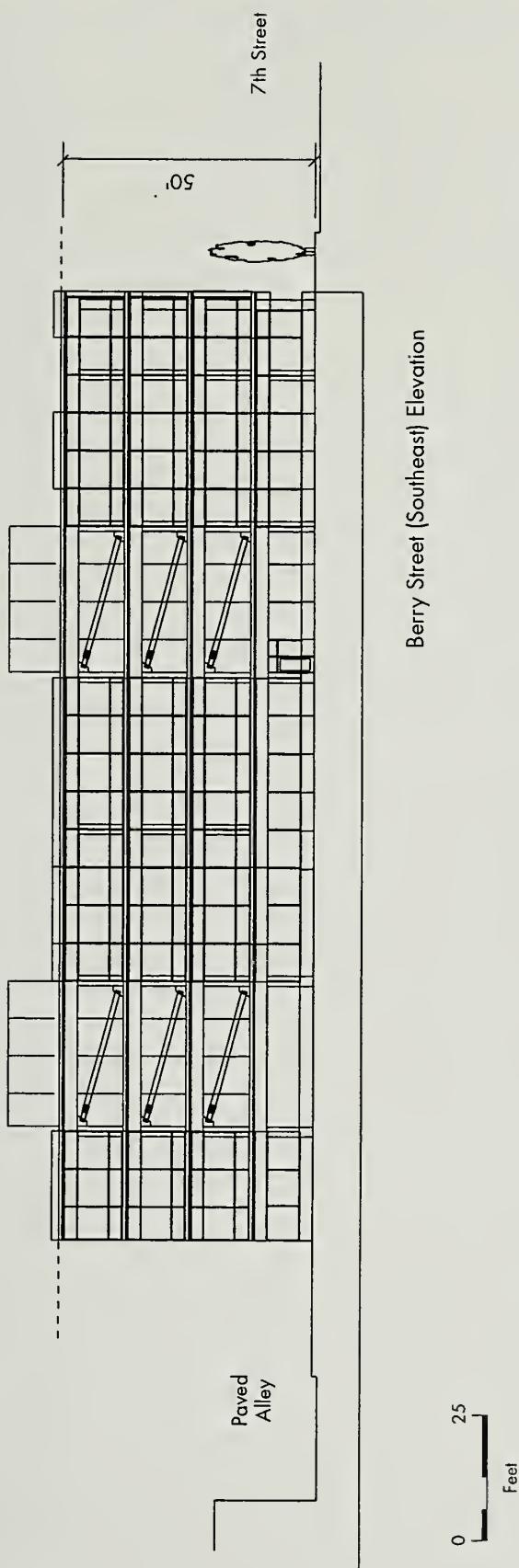
B. PROJECT SPONSOR'S OBJECTIVES

The project sponsor seeks to replace the existing buildings on the project site with a larger, more efficient, and seismically safer structure that would provide well-equipped office space in response to increased demand from technology-based companies. More specifically, the project sponsor seeks to achieve the following objectives:

- To promote and provide for the expansion of multimedia and technology-based businesses in San Francisco through the addition of 238,000 gross square feet of high-technology office space.
- To replace underutilized and unsafe buildings with new space that will maximize employment opportunities at all skill and income levels.
- To design a building sympathetic to the contextual massing, texture and rhythm of surrounding office and industrial buildings, while meeting the unique demands of new-technology tenants.
- To provide a building that, through its location and design, encourages the use of public transportation systems and bicycles and, also, provides significant employment opportunities in close proximity to available housing.
- To enhance the pedestrian experience on surrounding streets in the neighborhood by bringing office uses to the ground floor and by providing new curbs and sidewalks surrounding the property where none presently exist.
- To construct a high-quality office project that produces a reasonable return on investment for the project sponsor and its investors.



Seventh Street (Northeast) Elevation



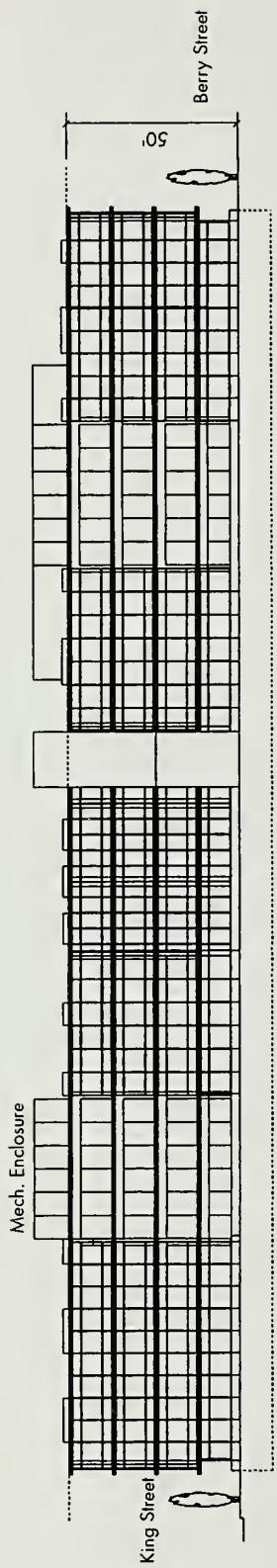
Berry Street (Southeast) Elevation

SOURCE: Plan Architecture, Environmental Science Associates

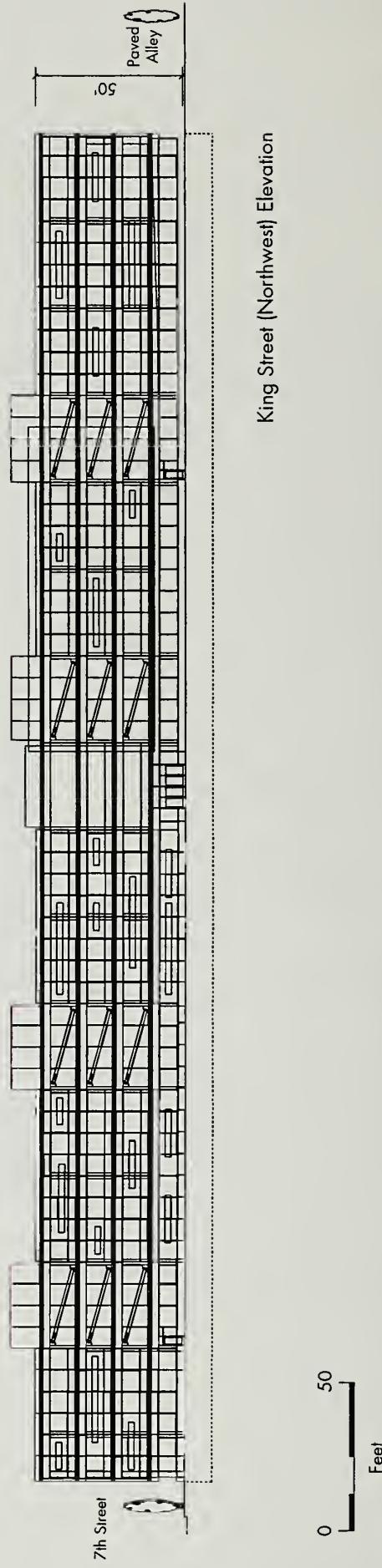
601 King Street / 200067 ■

Figure 6

Berry and Seventh Street Elevations



Rear (South) Elevation



SOURCE: Pfau Architecture, Environmental Science Associates

601 King Street / 200067

Figure 7

Rear and King Street Elevations

C. PROJECT APPROVAL REQUIREMENTS AND GENERAL PLAN POLICIES

This EIR will undergo a public comment period as noted on the cover, including a public hearing before the Planning Commission on the Draft EIR. Following the public comment period, responses to written and oral comments will be prepared and published in a Draft Summary of Comments and Responses document. The Draft EIR will be revised as appropriate and, with the Draft Summary of Comments and Responses, presented to the Planning Commission for certification as to accuracy, objectivity, and completeness. No approvals or permits may be issued before the Final EIR is certified.

APPROVALS

The project is located within the 50-X Height and Bulk District. The 50-X District permits buildings up to 50 feet in height, with no bulk limitations. As proposed, the project would not exceed 50 feet in height except where allowable for roof parapets and a mechanical penthouse. As such, the project would comply with the height and bulk limits established in the Planning Code and would not require exceptions to the Planning Code. The project would also be subject to the provisions of Planning Code Section 295 regarding the casting of shadow on certain public open spaces. See the Initial Study, p. 25 in Appendix A, for a discussion of shadow effects. It is the intent of the project sponsor to seek approval for the project as a Planned Unit Development (PUD). As such, the project would be subject to conditional use approval as established by Section 304 of the Planning Code.

As an office development, the project would also be subject to certain other Planning Code sections, including the Office Affordable Housing Production Program (Section 313 et. seq.); the Transit Impact Development Fee (Section 38) and child care provision fees (Section 314 et. seq.). In addition, the project would be subject to the provisions of Planning Code Section 321, which restricts the amount of new office space that can be constructed on an annual basis. The project would also require approval of demolition and building permits by the Department of Building Inspection.

Environmental plans and policies, like the Bay Area '97 *Clean Air Plan*, directly address physical environmental issues and/or contain standards or targets that must be met in order to preserve or improve specific components of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

On November 4, 1986, the voters of San Francisco passed Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the Planning Code and established eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service sectors from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), or adopting any zoning ordinance or development agreement, the City is required to find that

the proposed project is consistent with the Priority Policies. The motion for the Section 309 consideration will contain the analysis determining whether the project is in conformance with the Priority Policies.

GENERAL PLAN

The San Francisco General Plan, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. In general, potential conflicts with the General Plan are considered by the decisions-makers (normally the Planning Commission) independently of the environmental review process, as part of the decision to approve, modify or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project. The Planning Commission would review the project in the context of applicable objectives and policies of the General Plan. Some of the key objectives and policies are noted here.

CENTRAL WATERFRONT PLAN

Objective 1, Policy 1: Encourage the intensification and expansion of industrial and maritime uses.

Objective 1, Policy 2: Preserve and protect the subareas as a land base for San Francisco industry. Prevent the conversion of land needed for industrial or maritime activity to non-industrial uses.

Objective 1, Policy 3: Promote new development which has minimal adverse environmental consequences. Assure that the adverse environmental impacts of new development are fully mitigated.

Objective 3, Policy 1: Promote industrial expansion through maximizing and intensifying the use of existing facilities and properties, rehabilitating older industrial structures, and developing vacant land with industrial uses.

Objective 3, Policy 11: Attract new industries that create employment opportunities for City residents, add tax revenues in excess of public service costs, and strengthen to diversify San Francisco's economic base.

Objective 5, Policy 1: Promote the retention and improvement of existing commercial activities that support local residential, industrial, maritime and recreational uses.

Objective 5, Policy 3: Prevent new office development, except which serves a principal industrial or maritime use.

Objective 14, Policy 1: Promote the rehabilitation of industrial buildings and encourage more intensive use of existing facilities.

Objective 14, Policy 2: Market vacant land and buildings for light industrial uses.

COMMERCE AND INDUSTRY ELEMENT

Objective 2: Maintain and enhance a sound and diverse economic base and fiscal structure for the city.

Objective 2, Policy 1: Seek to retain existing commercial and industrial activity and to attract new such activity to the city.

Objective 3: Provide expanded employment opportunities for city residents, particularly the unemployed and economically disadvantaged.

Objective 3, Policy 4: Assist newly emerging economic activities.

URBAN DESIGN ELEMENT

Objective 1, Policy 3: Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

Objective 2, Policy 6: Respect the character of older development nearby in the design of new buildings.

Objective 3, Policy 1: Promote harmony in the visual relationships and transitions between new and older buildings.

Objective 3, Policy 2: Avoid extreme contrast in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance.

Objective 3, Policy 3: Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.

Objective 3, Policy 5: Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

Objective 3, Policy 6: Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

TRANSPORTATION ELEMENT

Policy 16.5: Reduce parking demand through limiting the absolute amount of spaces and prioritizing the spaces for short-term and ride-share uses.

Policy 28.1: Provide secure bicycle parking in new governmental, commercial, and residential developments.

Policy 30.5: In any large development, allocate a portion of the provided off-street parking for compact automobiles, vanpools, bicycles and motorcycles commensurate with standards that are, at a minimum, representative of the city's vehicle population.

Policy 30.6: Make existing and new accessory parking available to nearby residents and the general public for use as short-term or evening parking when not being utilized by the business or institution to which it is accessory.

Policy 32.2: When it must be provided, locate any new long-term parking structures in the areas peripheral to downtown. Any new peripheral parking structures should be concentrated to make transit service convenient and efficient, connected to transit shuttle service to downtown, and provide preferred space and rates for van and car pool vehicles, bicycles, and motorcycles.

Policy 40.1: Provide off-street facilities for freight loading and service vehicles on the site of new buildings sufficient to meet the demands generated by the intended uses. Seek opportunities to create new off-street loading facilities for existing buildings.

COMMUNITY SAFETY ELEMENT

Policy 2.1: Assure that new construction meets current structural and life safety standards.

CHAPTER III

ENVIRONMENTAL SETTING AND IMPACTS

A. ZONING AND LAND USE

The Initial Study concluded that the proposed project would not have adverse land use impacts. Land use setting information is included in the EIR for informational purposes, to orient the reader.

The 93,218 square-foot project site is currently occupied by two industrial warehouse structures, 830 Seventh Street, an irregularly shaped building on the southeastern portion of the site that varies in height from one to four stories, and 601 King Street, a large one-story rectangular aluminum-sided building on the northern portion of the site. The two buildings provide approximately 84,000 square feet of space for the storage and distribution of dried food goods.

Land uses in the project vicinity are varied and include light industry, heavy industry (a gravel yard and a recycling facility), warehouses, storage, wholesale interior-design-related establishments, office space, surface parking, and retail. The Caltrain rail yard is across Seventh Street. Across King Street is the Baker & Hamilton Building, an historic brick structure approved for conversion to office space. Adjacent to the Baker & Hamilton Building to the west is a surface parking lot for which approval has been granted to construct a 50-foot tall 318-space parking garage (King Street frontage) and a four-story 57,400 square-foot office building (Townsend Street frontage). The Mission Bay North Redevelopment Area has been approved for development, but has yet to begin construction. This development will include a variety of uses, including retail, residential, and open space, and will be located north of China Basin Channel and south of Townsend and/or King Streets between Third and Seventh Streets. Slightly further away, the Caltrain depot and the China Basin Landing office building are located three blocks to the northeast on King Street.

The project site is within an M-2 (Heavy Industrial) Use District. The Planning Code (Sec. 210.6) states that properties within the M-2 District are “the least restricted as to use and are located at the eastern edge of the City, separated from residential and commercial areas.” In the M-2 District, the basic permitted floor area ratio (FAR) is 5:1 (Sec. 124). As an office building with a proposed FAR of 2.55:1, the proposed project is a principal permitted use in the M-2 District and is within the basic permitted FAR.

The project is located within the 50-X Height and Bulk District. The 50-X District permits buildings up to 50 feet in height, with no bulk limitations. As proposed, the project would not exceed 50 feet in height except where allowable for roof parapets and a mechanical penthouse. As such, the project would

comply with the height and bulk limits established in the Planning Code and would not require exceptions to the Planning Code.

The project site is located at the northern edge of the North Potrero area, a subarea of the Central Waterfront Area, which is the subject of an area plan in the *San Francisco General Plan* (General Plan). The Central Waterfront Plan, adopted in 1980 and subsequently amended, is the policy document that guides growth and development along San Francisco's central waterfront, an irregularly shaped area that includes several subareas: Showplace Square, Mission Bay, the Central Basin and Islais Creek areas, and the northern and eastern slopes of Potrero Hill. The Central Waterfront Plan "calls for development that will meet the City's pressing economic and employment needs without sacrificing environmental quality,"¹ with an emphasis on industrial development to aid in the diversification of the City's economy. The Central Waterfront Plan was amended in 1990 to divide the plan into two parts: Part I, which covers all subareas except Mission Bay, and Part II, which covers Mission Bay. The overall goal of the Plan for subareas other than Mission Bay "is to create a physical and economic environment conducive to the retention and expansion of San Francisco's industrial and maritime activities . . . in order to reverse the pattern of economic decline in the area and to establish a land base for the industrial and maritime components of the San Francisco economy."² The Central Waterfront Plan was amended in 1997 to accommodate adoption of the Port of San Francisco Waterfront Land Use Plan, and Part II was amended again in 1998 upon adoption of the Mission Bay North and South Redevelopment Plans.

The North Potrero subarea is roughly bordered by King, Seventh and Sixteenth Streets to the north, DeHaro Street and San Bruno Avenue to the west, Seventeenth Street to the south, and Seventh Street to the east. This subarea adjoins the Showplace Square subarea to the north, and the Mission Bay subarea to the east. Objectives and policies for the North Potrero subarea generally call for the preservation and intensification of the industrial uses that are predominant in the area. Other policies call for transportation improvements, including the provision of new sidewalks and the provision of short-term parking, and preservation of the area's historic industrial character.

On August 5, 1999 the City Planning Commission adopted interim controls for the City's industrially zoned land that created an Industrial Protection Zone (IPZ) to protect the loss of such industries. The project site is located within the IPZ.

The proposed project would result in an increase in intensity of existing land uses on the project site due to the increase in the amount of space that would be provided (238,000 sq. ft. versus the current 84,000 sq. ft.) and the change to a more intensive land use (office versus storage/warehouse). However, the project would not alter the general land use pattern of the immediate area, which includes office buildings. In addition, the project vicinity is undergoing a shift from primarily warehouse and industrial uses to live/work and other residential uses and office uses. The proposed project would be in keeping

¹ *San Francisco General Plan*, Central Waterfront Plan, as amended September 27, 1990, p. 1.

² *San Francisco General Plan*, Central Waterfront Plan, as amended September 27, 1990, p. 8.

with the direction of the neighborhood's development pattern. The project would also not disrupt or divide the neighborhood, since it would be achieved within the existing block configuration.

B. VISUAL QUALITY

As stated in the Initial Study, the project would not result in significant impacts related to visual quality and urban design. However, the following informational discussion, drawn primarily from the Initial Study and supplemented with additional illustrations, is provided for purposes of placing the project in context for the reader.

SETTING

Located on the project site are two existing industrial warehouse structures. Constructed in 1927, 830 Seventh Street is an irregularly shaped building that varies in height from one to four stories, and has frontages on Seventh Street, Berry Street, and the paved alley at the rear of the project site. This wood-framed structure is sheathed in corrugated metal sheeting (heavily rusted in many places) that is perforated with a variety of window and door openings (see Figures 8 and 9 for photographs of the building). The main mass of this building is a large three-story high shed structure with a central spine one story taller that is capped with a pitched roof. A smaller one- to two-story portion of the building that fronts Seventh Street, and is used for office space, has signage and multiple window openings.

The 601 King Street building, constructed in 1986, is a large, one-story, rectangular steel and metal siding building with no architectural design features and a loading dock on its western frontage (see Figures 10 and 11 for photographs of the building). The rear (southern side) of the project site fronts a paved loading area and a wide alley used for parking. Most of the site is encompassed by a chain link fence topped with barbed wire.

From short-range views, the project site is visible from perspectives along the block of Seventh, King, and Berry Streets on which the site is located, as well as along Division Street. The site is also partially visible from Townsend Street, but construction of the approved Baker & Hamilton project at 601 Townsend Street will block views of the site on Townsend between Seventh and Eighth Streets. Because of surrounding development, the project site is also not readily visible from most mid-range and long-range views. There are no major public open spaces in the vicinity.

IMPACTS

SIGNIFICANCE CRITERIA

San Francisco has no formally adopted significance criteria regarding visual quality and urban design. As prescribed by Appendix G of the *CEQA Guidelines*, the project would have a significant effect on the environment if it would:

- substantially degrade or obstruct publicly accessible scenic views;
- substantially degrade the existing visual character or quality of the area, or result in a substantial, demonstrable negative aesthetic effect; or



Seventh and Berry Street Facades (View looking west)



Rear Facade (View looking northeast)

SOURCE: Environmental Science Associates

601 King Street / 200067 ■

Figure 8

830 Seventh Street Building



Seventh Street Facade (View looking west)



Berry Street Facade (View looking northwest)

SOURCE: Environmental Science Associates

601 King Street / 200067 ■

Figure 9
830 Seventh Street Building



King Street Facade (View looking west)



Seventh Street Facade (View looking south)

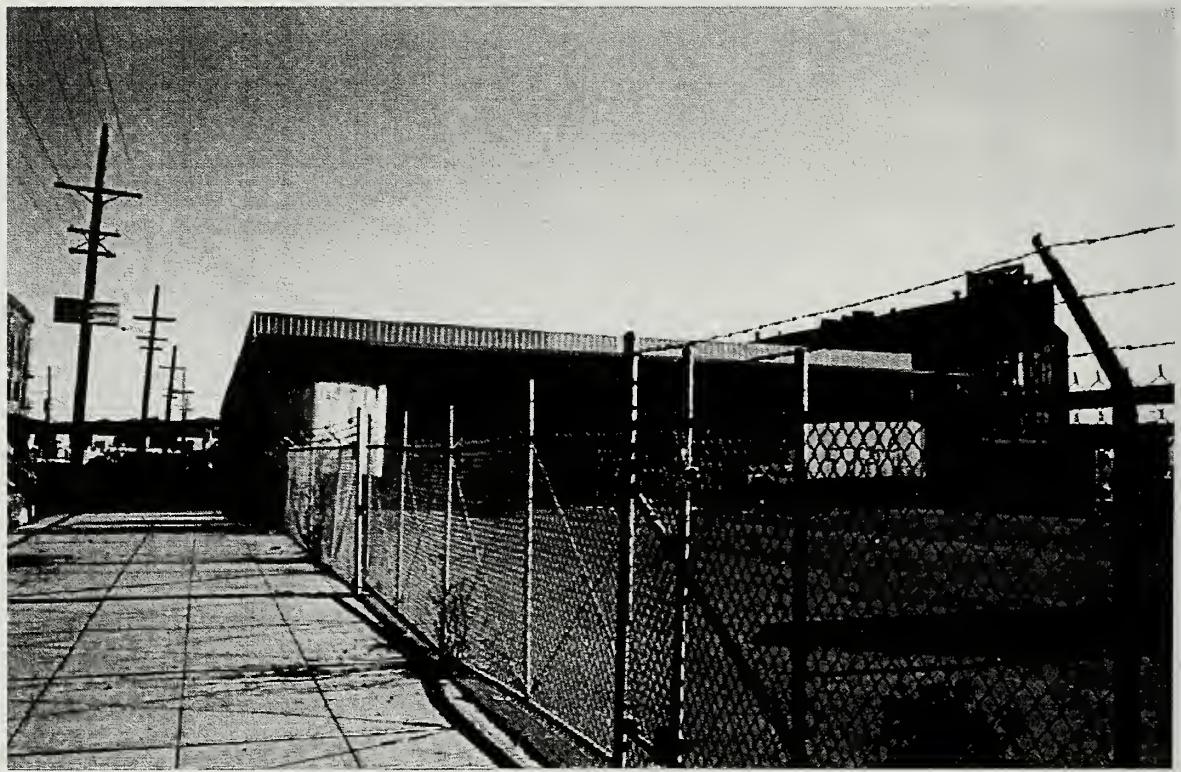
SOURCE: Environmental Science Associates

601 King Street / 200067 ■

Figure 10
601 King Street Building



Rear Facade (View looking east)



Rear Facade (View looking northeast)

SOURCE: Environmental Science Associates

601 King Street / 200067 ■

Figure 11
601 King Street Building

- generate obtrusive light or glare that would adversely affect views or substantially affect other properties.

IMPACT ANALYSIS

The proposed project would result in a visual change since it would demolish two existing industrial warehouse structures (ranging in height from one to four stories), dating from the 1920s and from the 1980s, and construct a substantially larger four-story (plus basement and mechanical penthouse) office building (see Figures 12 and 13 for photosimulations of the proposed project). The proposed 50-foot-tall project would be similar in height to the Baker & Hamilton Building located directly across King Street, and the proposed parking garage and office building currently under construction immediately to the southwest of the Baker & Hamilton Building. The proposed project would be one to two stories taller than some of the one- to two-story light industrial buildings in the vicinity.

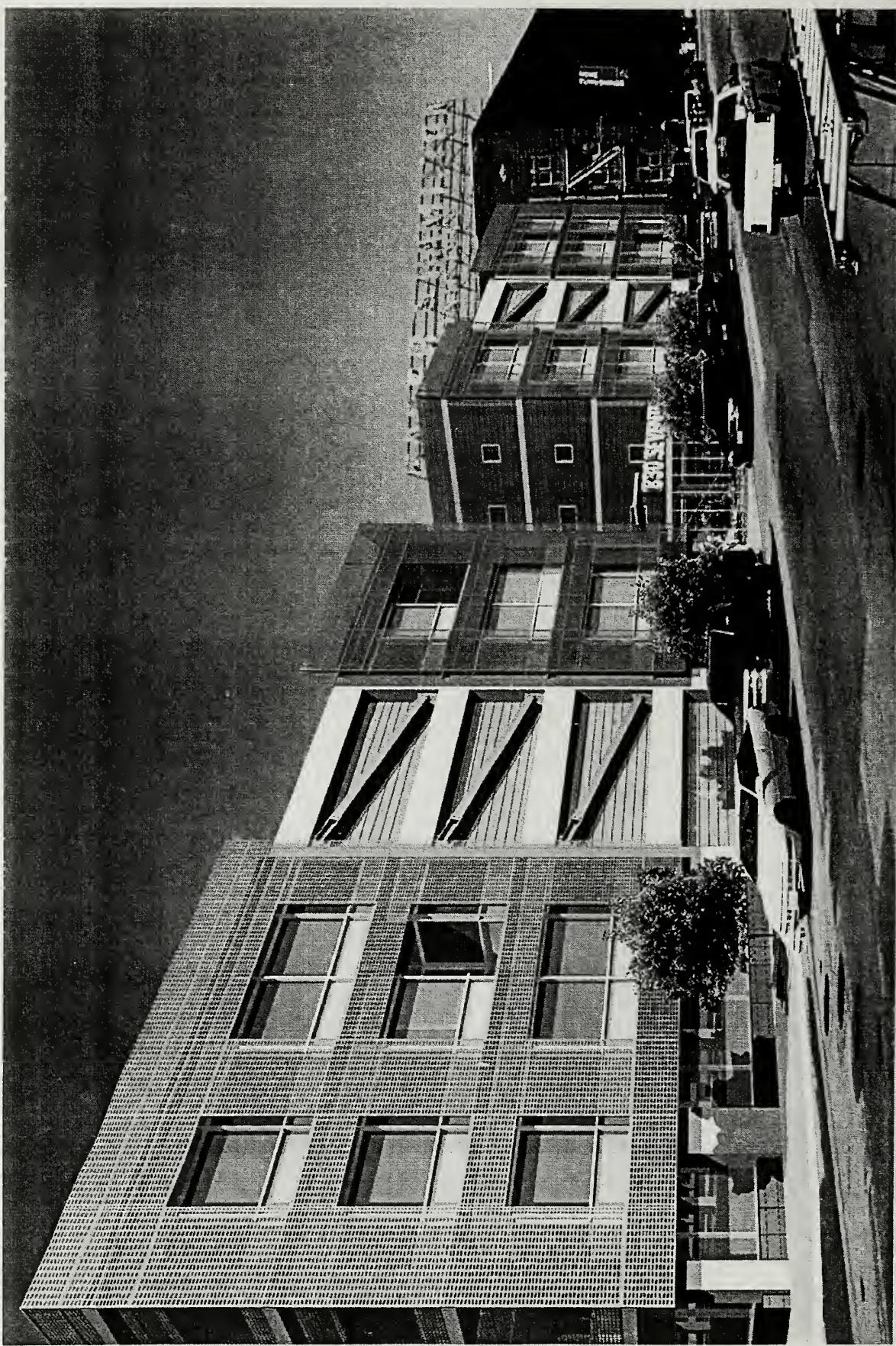
The proposed building would be a concrete-frame structure with a variety of cladding materials and glass. According to the project architect, the exterior's varied mix of colors and materials is proposed to express the three different volumes of the building's mass and to reduce its visual scale. The building's modular fenestration pattern is designed to relate to the Baker & Hamilton, but is also varied to give the building a human scale.

Although visual quality is subjective, given the proposed exterior materials and the fact that the proposed project would be within a group of nearby buildings of varying height and bulk, it cannot be concluded that the proposed building would result in a substantial, demonstrable negative aesthetic effect, or that it would substantially degrade the existing visual character of the site and its surroundings.

Visual changes on the site would not substantially change or block any scenic vista currently enjoyed from public open spaces in the area. From long-range vantage points, such as Twin Peaks, the proposed project would be consistent with the context of other nearby buildings. The proposed project would be constructed within an increasingly densely built urban area. Although the additional height would be visible from surrounding buildings, the project would not obstruct any publicly accessible scenic views, nor would it have a substantial adverse effect on a scenic vista.

The proposed project would likely increase the amount of light emitted from the site as a result of the increased intensity of use of the site (i.e. a larger building with more sources of light and more people using the site), but would not substantially increase ambient light levels in the project area. Further, light and glare produced from the proposed project would be typical of office structures nearby and throughout the City. The proposed project would not produce obtrusive glare that would substantially affect other properties and would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass.

In light of the above, the proposed project would not result in significant impacts related to visual quality and urban design.



601 King Street / 200067 ■
Figure 12
Photosimulation
View Looking North on Seventh Street

SOURCE: Pflaum Architecture, Environmental Science Associates



601 King Street / 200067 ■
Figure 13
Photosimulation
View Looking West on King Street

SOURCE: Plan Architecture, Environmental Science Associates

C. TRAFFIC AND CIRCULATION

A transportation study was prepared for the project and is summarized here.³

SETTING

Within the project vicinity, Bryant, Sixth, Seventh, Eighth, and Ninth Streets are designated in the Transportation Element as Major Arterials, which the General Plan defines as “cross-town thoroughfares whose primary function is to link districts within the City and to distribute traffic from and to the freeways.” Bryant Street is also identified in the General Plan as a Neighborhood Commercial Street between Fourth and Eleventh Streets. Seventh (Route 23), Eighth (Route 23), and Townsend Streets (Route 36) are designated as Citywide Bicycle Routes in the Transportation Element. Bryant Street is also designated as a primary transit oriented street in the San Francisco Bicycle Plan. All of the major intersections in the vicinity of the project site are traffic signal controlled; minor intersections, including King and Seventh and Berry and Seventh Streets, typically have stop signs only on the minor streets. The intersection of Eighth/Townsend is an unsignalized five-approach intersection that is controlled with a traffic circle.

Bryant Street is a five-lane one-way eastbound street with parking on both sides. Bryant Street serves as a major access corridor for traffic to and from the I-80 freeway, with an eastbound on-ramp to the east of Eighth/Bryant. Brannan Street has two travel lanes in each direction with on-street parking on both sides. Townsend Street is an east-west street with one lane of travel in each direction, a set of railway tracks on the south side of the street near the project site, and parking on both sides. The tracks are currently used by Caltrain to facilitate the switching of trains at the Caltrain Depot between the terminal and the tracks on the north side of the yard. Division Street near the project site is an east-west street that connects Ninth and King/De Haro Streets and has one lane in each direction and parking on both sides. King Street runs discontinuously between Division and Second Streets. Near the project site, King Street has one lane of travel in each direction, parking on both sides, and runs from Division to the east of Seventh Street near the I-280 Freeway. Ninth Street has four northbound lanes with parking on both sides, while Eighth Street has four southbound lanes with parking on both sides. Division is an east-west street with one lane in each direction and parking on both sides. Berry Street runs east-west with one lane in each direction and perpendicular auto and truck parking on its north side and parallel parking on its south side.

Currently, stops for approximately three MUNI bus lines (19-Polk, 27 Bryant, and 42 Downtown Loop) are in the vicinity of the project site. The nearest BART station is located at Civic Center on Market Street, .85 miles from the site. MUNI Metro operates at the Civic Center station on Market Street and the N Line runs along The Embarcadero and King Street to the Caltrain Station, located three blocks east of the project site. AC Transit is accessible at the Transbay Transit Terminal approximately 1.25 miles from the site (a 25 minute walk); the 27-Bryant and 42 MUNI bus lines provide access from the site to the

³ Wilbur Smith Associates, *601 King Street Transportation Study*, May 22, 2000. This report is available for review at the San Francisco Planning Department, 30 Van Ness Avenue, Fourth Floor, as part of Project File No. 99.554E.

Transbay Terminal. SamTrans and Golden Gate Transit are accessible near the Civic Center BART/MUNI Metro station near Eighth and Mission Streets.

Surveys of existing public off-street parking capacity and occupancy were taken in the area bounded by Bryant or I-80 Street to the north, Fifth Street to the east, Tenth Street or Potrero Avenue to the west, and Fifteenth or Hooper Street to the south. There are approximately 1,527 off-street parking spaces available to the general public within the study area, with mid-afternoon weekday occupancy levels at about 83 percent. On-street parking in the project area is available, although generally well-utilized.

Based on field observations during the weekday p.m. peak hour (5:00 to 6:00 PM), sidewalk and crosswalk conditions were both observed to be operating at moderate conditions, with pedestrians moving at normal walking speeds and with freedom to bypass other pedestrians.

IMPACTS

SIGNIFICANCE CRITERIA

A project is considered to have a significant effect on the environment if it would cause a signalized intersection to deteriorate to an unacceptable level (i.e., from LOS D⁴ or better to LOS E or F), interfere with existing transportation systems causing substantial alteration to circulation patterns or causing major traffic hazards, or contribute substantially to cumulative traffic increases that cause intersections that would otherwise operate at acceptable levels to deteriorate to unacceptable levels. A project would have a significant effect if it would cause a substantial increase in transit demand that cannot be accommodated by existing or proposed transit capacity, resulting in unacceptable levels of transit service.

San Francisco General Plan policies emphasize the importance of public transit use and discourage the provision of facilities that encourage automobile use. Therefore, the creation of or increase in parking demand resulting from a proposed project that cannot be met by existing or proposed parking facilities would not itself be considered a significant effect. The City has not adopted significance criteria for pedestrian or bicycle impacts. For this analysis, the project would have a significant effect if it were to result in substantial pedestrian overcrowding, create particularly hazardous conditions for pedestrians or bicyclists, or otherwise substantially interfere with pedestrian and bicycle accessibility. Generally, construction-period transportation impacts would not be considered significant because they would be temporary.

⁴ Traffic operations are characterized using a p.m. peak-hour level of service (LOS) analysis, which provides a standardized means of rating an intersection's operating characteristics on the basis of traffic volumes, intersection capacity and delays. LOS A represents free-flow conditions, with little or no delay, while LOS F represents congested conditions, with extremely long delays; LOS D (moderately high delays) is considered the lowest acceptable level in San Francisco.

● CUMULATIVE ANALYSIS METHODOLOGY

CEQA Guidelines Section 15130(b) states that one of two different methods can be used as the basis for conducting a cumulative analysis, either a “list approach” or a “projection approach.” The projection approach uses a summary of projections contained in adopted policy or environmental documents, such as a general plan or a certified EIR, as the basis for cumulative analysis. As is standard practice for environmental documents prepared by the Planning Department, this EIR used the projection approach. Use of the projection approach allows for a more accurate and consistent analysis over time, especially in a large urban environment like San Francisco where, at times, the rapid pace of development makes the maintenance of a consistently accurate list extremely difficult.

The cumulative traffic analysis was based on the cumulative analysis conducted for the Mission Bay SEIR (certified September, 1998). The Mission Bay cumulative traffic analysis was based on the Metropolitan Transportation Commission’s traffic model updated with land use and employment forecasts for San Francisco that included the Mission Bay project itself (some 1.5 million gsf of retail, 2.65 million gsf of UCSF campus, and 5.6 million gsf of research and development space, and 6,000 residential units). It is within this context of assumed “background” growth that the proposed project’s impacts were assessed.

Whether or not the proposed project would have a cumulative significant impact on the environment is based on whether the project’s contribution to potentially significant cumulative effects could be “considerable” or “substantial.” If cumulative conditions would be the same whether or not the proposed project is approved and implemented, then per *CEQA Guidelines* Section 15130(a)(4), the project’s contribution to those effects would be *de minimis* and could not be found to be considerable.

IMPACT ANALYSIS

Project-specific impacts are described here, as are projected cumulative impacts for the year 2015, based on analysis in the Mission Bay Final SEIR.⁵

Travel Demand Analysis

The project would generate about 4,300 net new person trips per day, with a total of about 365 net new person trips during the p.m. peak hour, of which about 184 would be vehicle trips,⁶ 73 would be transit trips, and the remaining 43 trips would be walking trips or by other modes such as bicycle, motorcycle and taxi.⁷

⁵ *Mission Bay Final Supplemental EIR*, (Case No. 96.771E). This report is available for review at the Planning Department, 1660 Mission Street.

⁶ The 184 vehicle trips represent 250 person-trips by vehicle; the number of vehicle trips is less than the number of person trips by vehicle because some person trips are made in vehicles carrying more than one person.

⁷ Travel demand for the proposed project was calculated on the basis of trip generation rates, and p.m. peak-hour percentage of daily traffic, for office uses presented in the San Francisco Planning Department, *Guidelines for Environmental Review: Transportation Impacts*, January 2000.

Traffic Impacts

All of the seven study intersections studied currently operate at acceptable (LOS C or better) service levels during the p.m. peak hour. Three of the study intersections operate at LOS C (Seventh at Townsend, King, and Berry Streets) and four operate at LOS B. With the addition of project traffic, operating conditions would not worsen from existing conditions at any of the study intersections and additional delays of more than just over one second would not occur. As such, no significant project-related traffic impacts would occur.

Under cumulative (2015) traffic conditions, intersection levels of service would deteriorate to LOS F (an unacceptable level) at five of the seven study intersections, including Eighth/Townsend, Seventh/Brannan, Seventh/Townsend, Seventh/King, and Seventh/Berry.⁸ The intersection level of service would deteriorate from LOS B to LOS D at Eighth/Brannan and LOS B to LOS C at Division/King/DeHaro. The five study intersections (three signalized and two unsignalized) that would fail under cumulative conditions would do so with or without traffic generated by the proposed project, thus the project's contribution to conditions at those intersections would be *de minimus* (per *CEQA Guidelines* Section 15064(I)(4)).

In addition, based on the Mission Bay SEIR, mitigation measures to address projected deficiencies at all three of the signalized intersections that would operate at unacceptable levels (Eighth/Townsend, Seventh/Brannan, and Seventh/Townsend) have been developed for and are expected to be implemented by the Mission Bay project. Implementation of those mitigation measures would improve the level of service at those three intersections to acceptable levels. The Mission Bay project will also construct a new signalized intersection at Seventh Street south of Berry Street that would be expected to provide gaps in through traffic flows on Seventh Street that will improve the problematic eastbound left turn movements at the two unsignalized intersections that would operate at LOS F under cumulative conditions. Therefore, the project would not result in a significant impact related to traffic.

Transit

The project would generate approximately 70 net new p.m. peak-hour transit trips. Of these trips, about two-thirds would be on MUNI, and would be dispersed over the three MUNI routes that serve the project area. Project transit ridership would incrementally increase p.m. peak-period capacity utilization⁹ on the three MUNI bus lines that serve the project area. However, the increase would represent less than 2 percent of the capacity of each bus line (to a maximum of 96 percent capacity utilization on the 27-Bryant), and would not be significant. The proposed project would be subject to the Transit Impact Development Fee, a one-time fee assessed against projects to offset increased capital costs to MUNI to provide additional capacity to serve the increased demand from new development.

⁸ It should be noted that long-term cumulative conditions are projected and would occur as described above if all cumulative projects are built.

⁹ Capacity utilization is the aggregate number of passengers divided by the aggregate design capacity of the transit vehicles, and may include varying numbers of standees, depending on the transit carrier.

Project ridership on regional carriers would total about 25 (some riders would also take MUNI), with about 60 percent traveling to the East Bay on BART and AC Transit, 10 percent travelling to the North Bay on Golden Gate Transit, and the remaining 30 percent travelling to the South Bay on Caltrain. Project transit trips would not measurably affect p.m. peak-period capacity utilization on BART service to the East Bay or Peninsula, AC Transit, Golden Gate Transit, SamTrans, or Caltrain. None of the regional carriers' capacity utilization standards would be exceeded with project transit trips.

By 2015, absent increased MUNI service, overall p.m. peak-hour ridership across the four screenlines¹⁰ is projected to increase to 105 percent of capacity. Ridership at three of the screenlines would exceed 100 percent of capacity, with the southwest screenline the most crowded, at 119 percent. Only the northeast screenline, at 78 percent, would have adequate capacity.

By 2015, absent service expansion, both AC Transit and East Bay BART service are projected to operate at well over 100 percent of capacity. Assuming BART implements planned improvements, that system would have adequate capacity.

Because of the relatively limited effect of the proposed project in the context of long-range cumulative growth, the conditions in the 2015 cumulative scenario would occur with or without the proposed project. The proposed project would have a minimal contribution to cumulative transit ridership and would therefore not have a considerable effect. Therefore, the project would not have a significant impact on transit services and capacity.

Parking

The proposed project would provide 321 independently accessible off-street parking stalls. Based on the Planning Code (Section 151) requirement for one space per 500 square feet of "other business office" use, the Code requires 426 parking spaces, resulting in a shortfall of 105 spaces. The project's 13 spaces for disabled-accessible parking and 19 bicycle parking spaces would meet the Code requirements. The project sponsor intends to seek approval for the project as a Planned Unit Development (PUD), which requires a conditional use authorization by the Planning Commission. As prescribed by Planning Code Section 304, as a PUD the proposed project would not be required to provide a specific number of parking spaces but would be required to "provide off-street parking adequate for the occupancy proposed."

Parking access to the proposed two-level (ground-floor plus basement levels) parking garage would be through a single entrance/exit on Berry Street. In addition, the project would provide approximately 25 spaces along the western edge of the private alley adjacent to the proposed office structure. The project would create long-term parking demand for about 448 net new parking spaces, and short-term parking demand for about 34 net new equivalent daily spaces, for a total parking demand of about 482 daily spaces. As stated above, the project proposes approximately 321 parking spaces, which would be

¹⁰ Screenlines are imaginary cordon lines drawn around the greater downtown area for purposes of analyzing MUNI ridership by corridor. The City has four screenlines: southwest, northwest, southeast, and northeast.

161 spaces less than the proposed project's parking demand. A survey of parking conditions in the area indicates that on-street and off-street parking facilities are 90 percent occupied during weekday hours, suggesting that 400 spaces would be available.¹¹ Some of the project parking demand shortfall could be met through the use of available study area parking spaces. However, the availability of parking in the study area can vary and is impacted by special events scheduled at the Concourse Exhibition Center and other local showrooms. Given the existing parking conditions in the area and the uncertainty of future supply, it is not likely that the project's shortfall of 161 spaces would be absorbed by available parking in the area.

The project sponsor has the option and has indicated a desire to implement a valet parking operation. A valet operation of the proposed parking facility would provide for approximately 451 vehicles, 130 more than if all of the spaces were self-park. With the valet operation, the project would continue to experience a shortfall of 31 parking spaces, an amount that the surrounding area would likely not be able to accommodate. The shortfall of on-site parking is not considered a significant impact.

Loading

Under Planning Code Section 152, the proposed project would be required to provide two off-street (standard truck) freight loading spaces for the proposed office land use. The proposed project's two spaces would meet the Planning Code requirement. The proposed loading spaces would also meet the minimum dimensions as required by the Planning Code.

The project would generate a loading demand for two spaces during an average loading hour and three spaces during the peak loading hour. As such, the proposed off-street loading supply would not meet the demand. However, smaller deliveries could be accommodated within the structure, either at the street or basement level. The project would not result in a significant impact associated with loading facilities.

Pedestrian and Bicycle Conditions

The primary pedestrian access for the project would be on Seventh Street, with secondary access from King Street and the private alley to the west of the building (in addition to entering from the building's parking facility). The additional project-related pedestrian trips would not substantially affect the current sidewalk conditions along Seventh, Berry or King Streets. As these sidewalks currently have relatively low pedestrian volumes, pedestrian conditions would continue to remain acceptable.

There are three designated Citywide Bicycle Routes in the project vicinity (on Townsend, Seventh and Eighth Streets). The proposed project would result in an increase in bicycle activity in the area and some portion of the 43 p.m. peak-hour "walk/other" trips would be new bicycle trips to the area. An additional 43 bicyclists (assuming conservatively that all of the 43 "walk/other" trips were bicycles) in the area

¹¹ This estimate accounts for the loss of public off-street parking due to the construction of the Baker & Hamilton project, the 675 Townsend Street project, and the temporary closing of three Caltrans lots near Brannan and Eighth Streets.

during the PM peak hour would not increase bicycle activity beyond the current moderate levels. As such, there would be no bicycle-related significant impacts.

- A proposal is currently in the early planning stages to create the Mission Creek Bikeway and Greenbelt that would implement a landscaped area and bike path on the abandoned Mission Creek railroad right-of-way. The Mission Creek railroad right-of-way was built along the now underground Mission Creek in the northeast Mission, around the nose of Potrero Hill and into Mission Bay. One segment of the proposed bikeway runs through the private alley at the western edge of the project site.

Assuming implementation of both the Mission Creek Bikeway and the proposed project, there would be an increased potential for vehicle-bicycle conflicts. Conflicts would be more likely to occur because: 1) the approximately 45-foot wide alley could not concurrently accommodate a 12-foot wide bikeway and automobile parking without bicycles and vehicles crossing each others' paths; 2) the location of the Berry Street entrance/exit to the project's below-grade parking would increase the number of vehicles travelling on Berry Street in front of the exit/entrance of the bikeway; and 3) due to the location of the loading dock off of the alley, trucks entering or exiting the loading area would travel into the alley and make turns that could potentially overlap with the proposed bikeway. The potential for conflicts, while of concern, would not be considered a significant impact because the implementation of appropriate safety measures such as signage and street striping would ensure that the potential for conflicts would be no greater than at other locations throughout the City where bike lanes are located in proximity to driveways, bus stops, and loading areas. It should be noted, however, that regardless of how the proposed project is designed or even whether or not it would be implemented, there would still be the potential for vehicle-bicycle conflicts as bicycles and other users of the proposed bikeway enter Berry Street from the alley.

Construction Impacts

During the projected 14-month construction period, temporary and intermittent traffic and transit impacts would result from truck movements to and from the project site. Construction staging would occur on site and construction truck haul routes would be on Seventh, Brannan, and Sixth Streets to I-280. A maximum of 30 trucks would be at the site daily during the heaviest stages of construction, and a maximum of 50 construction workers would be at the site during the final stages of construction. Construction could require full-time closures of sidewalks or streets adjacent to the project site. Typical hours for a weekday construction shift (7:00 AM to 3:30 PM) would not occur during the afternoon peak hour of background and therefore would have minimal impact on PM peak hour intersection operations.

Truck movements during periods of peak traffic flow would have greater potential to create conflicts than during non-peak hours because of the greater numbers of vehicles on the streets during the peak hour that would have to maneuver around queued trucks; these effects could be reduced by the project sponsor requiring construction truck traffic to be restricted to non-peak hours, as approved by the Department of Parking and Traffic (DPT). The project sponsor would meet with MUNI, DPT, and other responsible agencies to coordinate construction activities so as to minimize construction impacts on

vehicular and pedestrian traffic. Parking of construction workers' vehicles could temporarily increase occupancy levels in off-street parking lots or on-street spaces if not all of them could be accommodated on the project site. Construction impacts would be temporary, and would not be significant.

In summary, the project would not result in a significant impact on traffic, transit, circulation or parking.

D. GROWTH INDUCEMENT

In general, a project would be considered growth-inducing if its implementation would result in substantial population increases and/or new development that might not occur if the project were not approved and implemented. The proposed project, as an infill development of an office structure in an urbanized area replacing existing structures, would not be expected to substantially alter development patterns in the Central Waterfront area or elsewhere in San Francisco. The net increase in floor area would be approximately 154,000 gross square feet, compared to existing conditions. This net change would not generate substantial population growth or concentration in the neighborhood, city or region. It would not introduce new, additional housing into the project area or neighborhood. Located in an urban area, the project would not necessitate or induce the extension of municipal infrastructure. In view of the above, there is no reason to believe that the project would result in additional development in the project site vicinity that would not otherwise occur.

CHAPTER IV

MITIGATION MEASURES PROPOSED TO MINIMIZE THE POTENTIAL ADVERSE IMPACTS OF THE PROJECT

In the course of project planning and design, measures have been identified that would reduce or eliminate potential significant environmental impacts of the proposed project. Some of these measures have been, or would be, voluntarily adopted by the project sponsor or project architect and contractor and thus are proposed; some are under consideration. Implementation of some may be the responsibility of other agencies. Measures under consideration or those that may have been rejected by the project sponsor may be required by the Planning Commission as conditions of project approval, if the project is approved. Each mitigation measure is discussed below.

There are several items required by law that would serve to mitigate potential significant impacts; they are summarized here for informational purposes. These measures include: no use of mirrored glass on the building to reduce glare, as per City Planning Commission Resolution 9212; limitation of construction-related noise levels, pursuant to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code, 1972); compliance with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint; and observance of State and federal OSHA safety requirements related to handling and disposal of other hazardous materials, such as asbestos.

Measures that are not required by legislation but would serve to mitigate significant environmental impacts appear below. Measures preceded by an asterisk (*) are from the Initial Study (see Appendix A).

Mitigation Measure 1 – Noise and Vibration

- * The project sponsor shall require the construction contractor to use state-of-the-art noise shielding and muffling devices on construction equipment. The project sponsor shall also be required to notify adjacent building owners and occupants, prior to pile-driving and other vibration-producing activities, of the dates and expected duration of such work.

Mitigation Measure 2 – Construction Air Quality

- * The project sponsor shall require the contractor(s) to sprinkle the project site with water during demolition, excavation and construction activity twice per day; sprinkle unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material being hauled on trucks; and sweep surrounding streets during demolition and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose.

Mitigation Measure 3 – Geology

- *a. The project sponsor and contractor shall follow the recommendations of the final geotechnical report(s) regarding any excavation and construction for the project.
- *b. The project sponsor shall ensure that the construction contractor conducts a pre-construction survey of existing conditions and monitors the nearby Baker & Hamilton Building for damage during construction, if recommended by the geotechnical engineer.

Mitigation Measure 4 – Hazards

- * The project sponsor shall ensure that building surveys for PCB-containing, hydraulic oils, fluorescent lights, lead-based paint are performed prior to the start of renovations. Any hazardous materials so discovered shall be abated according to federal, state, and local laws and regulations. Asbestos-containing materials shall be removed and disposed or encapsulated prior to remodeling and reuse of the building. Interior asbestos-containing materials shall be removed as part of the project. All asbestos abatement and encapsulation procedures shall be performed in accordance with applicable federal and state guidelines. Equipment identified as containing PCB oils shall be removed and properly disposed. Construction and renovation activities that disturb surfaces containing lead-based paint shall comply with Chapter 36 of the San Francisco Building Code for the identification, safe work practices, proper removal methods, and notification.

Mitigation Measure 5 – Cultural Resources

- * Given the location and magnitude of excavation proposed, and the possibility that archaeological resources could be encountered on the project site, the project sponsor shall retain the services of an archaeologist. The archaeologist shall carry out a pre-excavation program to better the probability of finding cultural and historical remains. The testing program shall use a series of mechanical, exploratory borings or trenches and/or other testing methods determined by the archaeologist to be appropriate.

If after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist shall submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigation or precautions are necessary, he/she shall consult with the ERO and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist shall immediately notify the ERO, and the project sponsor shall halt any activities which the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources shall be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist shall prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which shall contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO shall recommend specific additional mitigation measures to be implemented by the project sponsor.

These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural material.

Finally, the archaeologist shall prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure shall be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) shall be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center of the California Historical Resources Information System at Sonoma State University. Three copies of the final archaeology report(s) shall be submitted to the Office of Environmental Review, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center.

CHAPTER V

SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21067 of the California Environmental Quality Act (CEQA), and with Sections 15040, 15081 and 15082 of the State CEQA Guidelines, the purpose of this chapter is to identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the project, or by other mitigation measures that could be implemented, as described in Chapter IV, Mitigation Measures, pp. 39.

This chapter is subject to final determination by the Planning Commission as part of its certification process for the EIR. The Final EIR will be revised, if necessary, to reflect the findings of the Commission.

With the implementation of the mitigation measures outlined in Chapter IV, Mitigation Measures, all potential significant impacts would be reduced to a less-than-significant level.

Whether or not the project is approved, traffic volumes and transit loadings in the site vicinity are projected to increase. Cumulative increases in traffic congestion may in turn cause cumulative increases in criteria air pollutants and a degradation of air quality. However, the project's incremental contribution to these potential cumulative effects would be negligible.

CHAPTER VI

ALTERNATIVES TO THE PROPOSED PROJECT

This chapter identifies alternatives to the proposed project and discusses environmental impacts associated with each alternative. Project decision-makers could adopt any of the following alternatives, if feasible, instead of approving the proposed project.

A. ALTERNATIVE A: NO PROJECT

This alternative would entail no change to the site, which would remain in its existing condition. The existing 830 Seventh Street and 601 King Street buildings would not be demolished, and the proposed new 601 King Street office structure would not be constructed. Unless the existing buildings were upgraded to accommodate other tenants, there would be no temporary construction impacts, such as noise, dust and construction traffic.

This alternative would not result in any increase in travel to and from the project site, thus avoiding traffic-related effects of the proposed project. This alternative would not result in visual changes compared to visual quality effects associated with the construction of a new 50-foot office building. This alternative would also not cause any of the other impacts associated with the proposed project as described in the Initial Study, such as those related to the minor increase in shadow and an incremental increase in emissions of criteria air pollutants.

The No Project Alternative would be environmentally superior to the project because it would avoid the environmental impacts of the project. However, this alternative would not meet any of the project sponsor's objectives.

B. ALTERNATIVE B: REDUCED PARKING ALTERNATIVE

This alternative would involve construction of an office building with the same general configuration, massing, height, and building envelope as the proposed project, except that it would not include a basement parking level. Under this alternative, the project would provide 215 parking spaces on one full ground floor level and half of the second level (the other half would be devoted to office space). This alternative would also provide the same 25 surface parking spaces at the rear of the project site on the private alley.

In contrast to the proposed project, this alternative would provide approximately 240 parking spaces rather than 321 spaces. This alternative would also differ from the proposed project in that it would provide approximately 189,000 gsf of office space rather than the 238,000 gsf office space that the

proposed project would provide. As a result, this alternative would provide nearly 50,000 gsf (approximately 20%) less office space and about 60 fewer parking spaces than the proposed project.

The operational impacts associated with this alternative would be proportionally reduced in relationship to the proposed project with regard to traffic generation and traffic-related emissions of criteria air pollutants. Construction related noise and air quality effects of this alternative would be less than those associated with the proposed project since no excavation would occur and the construction period would be shorter. Visual quality effects of this alternative would not change substantially from those of the proposed project. However, because this alternative would result in the ground-floor being occupied by parking rather than office space, it would likely be less visually attractive from a pedestrian perspective. Effects associated with hazardous materials and potential subsurface archaeological artifacts would be less than those of the proposed project since this alternative would not involve excavation. As with the proposed project, effects related to wind, shadow and historic resources would be less than significant.

CHAPTER VII

DEIR DISTRIBUTION LIST

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California Archaeological Inventory
Department of Anthropology
Sonoma State University
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State Clearinghouse
P.O. Box 3044
Sacramento, CA 95814

California Department of Transportation
Ofc. of Transportation Planning – B
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Oakland, CA 94623-0660
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Attn: Suzan Ryder

Association of Bay Area Governments
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Oakland, CA 94607
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Regional Water Quality Control Board
San Francisco Bay Region
1515 Clay St., Suite 1400
Oakland, CA 94612
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General Counsel's Office
AC Transit
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Planning Division
800 Madison Street
Oakland, CA 94607

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Herb Lembcke, FAIA Rockefeller & Assoc. Realty L.P. Four Embarcadero, Suite 2600 San Francisco, CA 94111-5994	Square One Productions 1736 Stockton Street, Studio 7 San Francisco, CA 94133 Attn: Hartmut Gerdes	Jim West President, SoMa Neighborhood Assn. 1001 Pine Street, Apt. 210 San Francisco, CA 94107
Rothschild & Associates 369 Pine Street, Suite 360 San Francisco, CA 94104-3302 Attn: Thomas N. Foster	Steefel, Levitt & Weiss 199 - 1st Street San Francisco, CA 94105 Attn: Robert S. Tandler	Amy Neshes San Francisco Redevelopment Agency 770 Golden Gate Avenue San Francisco, CA 94102
S.F. Bldg. & Constr. Trades Council 2660 Newhall Street, #116 San Francisco, CA 94124-2527 Attn: Stanley Smith	Sustainable San Francisco P.O. Box 460236 San Francisco, CA 94146	Eric Harrison 255 Channel Street San Francisco, CA 94107
San Francisco Chamber of Commerce 465 California Street San Francisco, CA 94104	Tenants & Owners Development Corp. 230 - Fourth Street San Francisco, CA 94103 Attn: John Elberling	Tom Jones 755 Carolina Street San Francisco, CA 94107
		SOMA Senior Community Action Grp. 360 Fourth Street San Francisco, CA 94107

Jim Berk
SOMPAC Land Use Committee
PO Box 77068
San Francisco, CA 94103

Jim Clancy
Portside Homeowners Assn.
115 South Park
San Francisco, CA 94107

Lee Meyerzove
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759A Minna Street
San Francisco, CA 94103

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1095 Market Street, 8th Floor
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Gemmie Jones
360 Fourth Street
San Francisco, CA 94107

Corrine Woods
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300 Channel Street, Box 10
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Louise Bird
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San Francisco, CA 94107

Jack Fertig
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1122 Jamestown Ave.
San Francisco, CA 94124

York Loo
York Realty
243A Shipley Street
San Francisco, CA 94107

Paul Warenski
Oriental Warehouse Neigh. Comm.
650 Delancy Street, #310
San Francisco, CA 94107

Paradise Lounge
Eleventh Street Merchants Assoc.
308 11th Street
San Francisco, CA 94107

Carolyn Diamond
Market Street Assoc.
870 Market Street, Suite 456
San Francisco, CA 94102

Tse Ming Tam
Chinese for Affirmative Action
17 Walter U. Lum Place
San Francisco, CA 94108

Gerry Markert
NFRD
601 Fourth Street, Suite 121
San Francisco, CA 94107

Ann Grogan
SOMPAC
1035 Folsom Street
San Francisco, CA 94107

MEDIA

Associated Press
1390 Market Street, Suite 318
San Francisco, CA 94102
Attn: Bill Shiffman

Leland S. Meyerzone
KPOO - FM
P.O. Box 6149
San Francisco, CA 94101

San Francisco Bay Guardian
520 Hampshire Street
San Francisco, CA 94110
Attn: Gabe Roth, City Editor

San Francisco Business Times
275 Battery Street, Suite 940
San Francisco, CA 94111
Attn: Real Estate Editor

San Francisco Chronicle
925 Mission Street
San Francisco, CA 94103
Attn: City Desk

San Francisco Examiner
P.O. Box 7260
San Francisco, CA 94120
Attn: Gerald Adams

City Editor
San Francisco Independent
1201 Evans Avenue
San Francisco, CA 94124

The Sun Reporter
1791 Bancroft Ave.
San Francisco, CA 94124-2644

Tenderloin Times
146 Leavenworth Street
San Francisco, CA 94102
Attn: Rob Waters

NEIGHBORING PROPERTY OWNERS AND OCCUPANTS

Baker Hamilton Properties, LLC
601-768 7th Street
San Francisco, CA 94103-4910

Occupant
700-768 7th Street
San Francisco, CA 94103-4910

Occupant
601 Townsend Street
San Francisco, CA 94103

Occupant
633 Townsend Street
San Francisco, CA 94103

Occupant
637 Townsend Street
San Francisco, CA 94103

Occupant
666 King Street
San Francisco, CA 94107

Eighth & Townsend LP
920 W Fremont Ave.
Sunnyvale, CA 94087

Arthur & Amphorn Chan
830 7th Street
San Francisco, CA 94107-1503

Occupant
601 King Street
San Francisco, CA 94107-1530

BGN Properties
552 Berry Street
San Francisco, CA 94107-1506

SF Real Estate Department
25 Van ness Ave. #400
San Francisco, CA 94102

Occupant
66 De Haro Street
San Francisco, CA 94103

Catellus Development Corp.
255 Channell Street
San Francisco, CA 94107

Macor, Inc.
5 Thomas Mellon Circle #304
San Francisco, CA 94134-2501

Occupant
900 7th Street
San Francisco, CA 94107-1504

Berliner Investment Co.
76 Peacock Dr.
San Rafael, CA 94901-1505

Oelsner Commercial Properties
PO Box 1591
Reno, NV 89505-1591

Occupant
1 Division Street
San Francisco, CA 94103-5210

Occupant
25 Division St. #1
San Francisco, CA 94103-5210

Occupant
25 Division St. #2
San Francisco, CA 94103-5210

Occupant
25 Division St. #3
San Francisco, CA 94103-5210

Occupant
25 Division St. #4
San Francisco, CA 94103-5210

Occupant
25 Division St. #5
San Francisco, CA 94103-5210

Occupant
1 Rhode Island St.
San Francisco, CA 94112

Occupant
50 De Haro Street
San Francisco, CA 94103

● **CHAPTER VIII**

601 KING STREET PROJECT DRAFT EIR – SUMMARY OF COMMENTS AND RESPONSES

TABLE OF CONTENTS

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SECTION A

INTRODUCTION

This document contains public comments received on the Draft Environmental Impact Report (Draft EIR or DEIR) prepared for the proposed 601 King Street project, and responses to those comments.

Following this introduction, Section B contains a list of all persons and organizations who submitted written comments on the Draft EIR and who testified at the public hearing on the Draft EIR held on July 13, 2000.

Sections C and D contain the comments and responses. Comments are grouped by commenter, rather than by topic, to allow commenters to easily find the responses to their comment(s). As the subject matter of one comment may overlap that of others, the reader may be referred to a prior response.

Section C contains comment letters received during the public review period from May 27 to July 13, 2000,¹ and the responses to each comment. Each substantive comment on the EIR is labeled with a number in the margin and the response to each comment is presented immediately after the letter containing that comment.

Section D contains transcribed comments made at the public hearing on the Draft EIR and the responses to each of those comments. Each substantive comment on the EIR is similarly labeled with a number in the margin, and the responses to each set of comments follow those comments.

Some comments do not pertain to physical environmental issues, but in some instances responses are included to provide additional information for use by decision makers.

These comments and responses will be incorporated into the Final EIR as a new chapter.

¹ The public review period was originally scheduled to close on July 6, 2000, but was extended until July 13, 2000.

SECTION B

LIST OF PERSONS COMMENTING

Joshua Hart, Rails to Trails Conservancy, letter

Sue Hestor, San Franciscans for Reasonable Growth, public hearing comments

Lloyd Schloegel, public hearing comments

Leah Shahum, San Francisco Bicycle Coalition, letter

Judy West, The Madrina Group, letter and public hearing comments

SECTION C

WRITTEN COMMENTS AND RESPONSES

This chapter includes a copy of the comment letters received during the public review period on the Draft EIR and responses to those comments. Each substantive comment on the Draft EIR is labeled with a number in the margin and the response to each comment is presented immediately after the letter containing that comment.



**RAILS
- to -
TRAILS
CONSERVANCY**

California
Field Office

(A)

July 5, 2000

Ms. Hillary E. Gitelman
Environmental Review Officer
Planning Department
City and County of San Francisco
1660 Mission Street
San Francisco, CA 94103

RE: Comments on Draft Environmental Impact Report for 601 King Street
Project, SF Planning Dept. File No. 99.554E

Dear Ms. Gitelman,

Please consider the official comments of Rails-to-Trails Conservancy (RTC) on the draft Environmental Impact Report (EIR) for the 601 King Street Project. RTC is writing on behalf of its approximately 80,000 members nationally and specifically our three hundred or so members residing in San Francisco.

The King St. project as outlined in the Draft EIR will interfere with a crucial segment of the proposed Mission Creek Bikeway and Greenbelt Project, which will be a vitally important non-motorized transportation project utilizing the abandoned rail corridor between the corner of 16th and Harrison and Pac Bell Park.

We request that the EIR be updated to accommodate the Mission Creek Bike Path Proposal by removing the 25 diagonal surface parking spaces along the Private Alley (which was, prior to 1991, a rail spur) and relocating the loading dock to King or Berry St. A human-scaled pedestrian entrance from the bikeway would be an appropriate replacement for the loading dock. Landscaping along what is now the alley would provide not only an attractive section of greenway, but also a respite from the industrial nature of the area and a place for employees to relax or eat lunch.

As well as providing a key transportation route to the new office development from the Mission and from the Caltrain station at 4th and King, the Bikeway would also provide recreational opportunities for employees. The loss of the 25 surface parking spaces would be

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Suite 400
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415-397-2220
FAX: 415-397-2228
National Office
100 Seventeenth Street, NW
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202-331-9696
FAX: 202-331-9680
Web site: www.railtrails.org

Member of

Bike Share

1996 Recipient of Presidential Award
for Sustainable Development

mitigated by higher levels of non-motorized commuting that would result from construction of the Bikeway.

The 601 King Property represents a crucial link between the circle at Eighth and Townsend and Seventh Street, which will connect to a Class I bicycle path along the Channel. Without accommodation of the bikeway on the 601 King Street Property, the route will be fragmented, reducing the overall transportation value of the Mission Creek project. The project director, Judy West, has been in contact with the developers of 601 King St. about the need to plan for a bikeway in this corridor. They have shown interest in keeping this space open to the public.

If underground parking remains in the Plan, the garage entrance and exit would need to be relocated to King or Seventh St., as the current location will become a busy section for bicyclists, in-line skaters and pedestrians. Conflicts with vehicles entering and exiting the garage will present significant hazards to these future users of the Greenway.

Ensuring that the 601 King St. development accommodates the proposed greenway has become increasingly important as of late. The Mission Creek Project is on the Metropolitan Transportation Commission's list of staff recommendations to be funded from the Transportation for Livable Communities Grant Program. The City of San Francisco (DPT) has pledged \$10,000 in matching funds, for a total grant of \$30,000, to be used for planning the Bikeway.

The Mission Creek Bikeway Proposal has enormous support from the public, and would fill an existing gap in the area's bikeway system. In addition, the Bikeway presents an opportunity to enhance the community overall and provide economic benefits to local businesses. We hope that the City and planners will view inclusion of the Bikeway as an opportunity to enrich the neighborhood, connect the new development to important nearby destinations, and reflect historical characteristics of the project area.

We appreciate your attention to these issues. We look forward to working with you in the future, especially to ensure that any new development is congruent with existing community plans for the area.

Sincerely



Joshua Hart
CA Project Coordinator

1 Cont.

2

LETTER A – JOSHUA HART, RAILS TO TRAILS CONSERVANCY

A-1) The Mission Creek Bikeway and Greenbelt (Bikeway) discussed by the commenter is a proposal to plan and implement a landscaped area and bike path on the recently abandoned (1990) Mission Creek railroad right-of-way. The Mission Creek railroad right-of-way was built along the now underground Mission Creek that runs from the northeast Mission, around the base of Potrero Hill and into Mission Bay. The right-of-way is owned and/or controlled by a combination of Caltrans, the City and County of San Francisco, and a few private parties. The Bikeway project recently received funding from the Metropolitan Transportation Commission to conduct a feasibility study, and, as such, the project is in its early planning stages. The Bikeway is not addressed in the Transportation Element of the General Plan or in the San Francisco Bicycle Plan.

The alley at the western edge of the project site on which 25 surface parking spaces are proposed is privately owned land. Two easements run through this alley: a railroad right-of-way approximately 45 feet wide, and a City of San Francisco sewer easement that varies in size and is contained within the boundaries of the railroad right-of-way. The railroad right-of-way on the project site is one segment of the proposed bikeway.

The proposed project includes 296 spaces in an underground parking garage in addition to the 25 surface spaces that would be located in the alley at the rear of the project site. The proposed project would be required by Planning Code Section 151 to provide one space per 500 occupied square feet of office space, or 426 independently-accessible parking spaces (see p. 36 of the DEIR). The project has proposed 321 parking spaces, and therefore would have a shortfall of 105 spaces. Parking demand for the project was calculated to be 482 spaces, or 161 more spaces than are proposed. Even with valet parking, which would accommodate 451 vehicles, the project would still have a shortfall of 31 parking spaces. The project sponsor intends to seek special approval for the less than required number of parking spaces through the Planned Unit Development (PUD) process, which requires a conditional use authorization by the Planning Commission.

It should be noted that the project sponsor is investigating the possibility of excluding the 25 surface parking spaces in the alley from the project or to provide parallel parking for approximately eleven vehicles to accommodate the Mission Creek Bikeway and Greenbelt project. Because the project sponsor intends to seek approval for the project as a PUD with less parking than is required by the Planning Code, it would be within the discretion of the Planning Commission to determine whether some or all of the 25 surface spaces currently included as part of the project could be excluded from the project.

If the project were to be approved as a PUD with either parallel parking or no parking in the private alley, it is likely that there would be adequate space to accommodate, without conflict, a 12-foot bikeway separated (either by parallel parking or a curbed landscaped area) from the driveway and the loading dock. Nonetheless, with regards to relocation of the loading dock from its current location on the private alley, the sponsor has indicated that such a redesign would likely result in less underground parking and/or office space in the proposed project, and so would not be desirable. Further, location of a loading dock on either King or Berry Streets would create conflicts

with automobile and truck traffic, and trucks could potentially block the roadway as they back into the loading dock. On King Street this could be particularly problematic because of the Baker-Hamilton project's loading area and parking accesses from this street.

Development of a project that did not include some or all of the 25 surface parking spaces proposed for the alley (as suggested by the commenter), but was otherwise the same as the proposed project (with 296 spaces in an underground garage and 238,000 square feet of office space), would have the same environmental effects as the proposed project. Further, the DEIR includes an analysis of a Reduced Parking Alternative (see p. 43 of the DEIR) that considers the environmental effects of a development alternative with 81 fewer parking spaces (and 50,000 square feet less of office space) than the proposed project. As such, the DEIR includes an adequate analysis of the environmental effects of a scheme with reduced parking, whether it be fewer spaces in an underground garage or at-grade in the private alley. Regardless of whether or not parking would be provided in the alley as part of the project, with implementation of the Mission Creek Bikeway, the proposed project would result in a safety issue due to potential vehicle-bicycle conflicts. This issue is addressed below in the response to Comment A-2.

As indicated on Figure 3 on p. 11 of the DEIR, the project includes a secondary pedestrian entrance from the private alley. Specific landscaping plans for this or other components of the proposed project have yet to be defined and would not affect the environmental impacts of the proposed project, so were not analyzed in the DEIR.

A-2) As the commenter points out, assuming implementation of the Mission Creek Bikeway, there would be an increased potential for vehicle-bicycle conflicts if the proposed project is implemented as currently designed. Conflicts would be more likely to occur because: 1) the approximately 45-foot wide alley could not concurrently accommodate a 12-foot wide bikeway and automobile parking without bicycles and vehicles crossing each others' paths; 2) the location of the Berry Street entrance/exit to the project's below-grade parking would increase the number of vehicles travelling on Berry Street in front of the exit/entrance of the Bikeway; and 3) due to the location of the loading dock off of the alley, trucks entering or exiting the loading area would travel into the alley and make turns that could potentially overlap with the proposed bikeway. However, the potential for conflicts, while of concern, would not be considered a significant impact because the implementation of appropriate safety measures such as signage and street striping would ensure that the potential for conflicts would be no greater than at other locations throughout the City where bike lanes are located in proximity to driveways, bus stops, and loading areas. It should be noted that regardless of how the proposed project is designed or even whether or not it would be implemented, there would still be the potential for vehicle-bicycle conflicts as bicycles and other users of the proposed bikeway enter Berry Street from the alley.

The sponsor has considered relocation of the parking entrance to King Street and would potentially find such a redesign acceptable. However, due to the vehicle and truck activity that will occur as a result of the Baker-Hamilton project, as described above, the sponsor concluded that fewer conflicts and delays would occur on Berry Street, and so located the entrance there. Based on existing and expected traffic patterns, the sponsor's assumptions are likely to be correct, although potential conflicts that could occur on King Street if the garage entrance were moved there would not exceed

those experienced at many locations throughout the City and would therefore be considered less than significant.

Also, regarding the potential for conflicts as a result of implementation of the Mission Creek Bikeway and Greenbelt, see the language added to the text of the DEIR (p. 37) in Section E, Staff-Initiated Text Changes.



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San Francisco CA 94103
415.431.8188
415.431.2408 fax
www.sfbikes.org

June 12, 2000

(B)

Ms. Hillary E. Gittelman
Environmental Review Officer
Planning Department
City and County of San Francisco
1660 Mission Street
San Francisco, CA 94103

RE: Comments on Draft Environmental Impact Report for 601 King Street Project,
SF Planning Dept. File No. 99.SS4E

Dear Ms. Gittelman,

Please find below the official comments of the San Francisco Bicycle Coalition (SFBC) on the draft Environmental Impact Report (EIR) for the 601 King Street Project. The SFBC represents not only its 2,600 official members but also the tens of thousands of San Franciscans who rely on bikes for transportation.

As proposed, the new parking included in this project will yield an unacceptable detrimental impact upon bicycle and pedestrian travel in the area.

While we find no fault with the number of projected new trips to be generated by this development, we question the draft EIR's analysis of how best to handle those newly generated trips. As it stands, the proposal directly contradicts key objectives of the Transportation Element of the San Francisco General Plan: "Discourage new long-term commuter parking spaces for single-occupant automobiles in and around downtown. Limit long-term parking spaces to the number that already exists."

(1) Impact of New Parking

We have asked a key question in several past EIRs without adequate response, and the question begs asking again in light of this proposed project: What is the Planning Department's basis for the assumption that the 601 King St. project's proposed 321 parking spaces (or 451 valet spaces) would induce no significant effect on traffic congestion or bicycle and pedestrian safety?

Minimum parking requirements are proven to affect land use, transportation and urban form, according to Donald C. Shoup, a respected transportation expert at the University of California at Los Angeles' Institute of Transportation Studies. Yet the effects of parking are almost completely dismissed in this EIR analysis.

The generation of new parking spaces at 601 King St. will clearly generate more automobile trips to 601 King St. These new automobile trips will not only aggravate traffic congestion for all road users, but increase conflicts with the growing number of bicyclists and pedestrians in the area. For this reason, we oppose the creation of any new parking at the 601 King St. development.

1

2

3
Additionally, we request that the effects of the true parking quantity be analyzed: 451 vehicles. Because valet service would boost the number of parking spaces from 321 to 451, that larger number should be used in future documents and the traffic analysis should be conducted assuming that the lot will be used on a valet basis.

(2) A Better Alternative

We recommend the project developers look, as an example of true community-appropriate project, toward the proposed China Basin Landing Expansion Project, which requested for a special variance to omit new parking spaces. Rather than supplying more parking, the China Basin project sponsors intend to maximize their location to transit, and emphasize use of their weekday shuttle linking the site with downtown SF's rich transit concentration.

4
The project proposal must be altered to accommodate the Mission Creek Bikeway and Greenbelt project, which will establish a pedestrian and bike path, and much needed open space, along the route of the now-underground Mission Creek. This is a key connection between the Mission District and the soon-booming waterfront area, including the Giants Ballpark and the 4th St. Caltrain Station.

5
A key section of the Mission Creek Bikeway will link the 8th and Townsend traffic circle along Division St. with the Mission Bay area, via the alley between King and Berry Sts. The project director, Judy West, has been in contact with the developers of 601 King St. about the need to keep this alley clear and safe for bicyclists and pedestrians. They have shown interest in keeping this space open to the public.

We recommend three ways to ensure the 601 King St. project does not compromise the Bikeway/Greenway:

- 1) Exclude any surface parking along the alley. The proposed diagonal parking would be a severe hazard for pedestrians and bicyclists.
- 2) If any underground parking is provided, move the garage entrance and exit off of Berry Street, as this will become a busy section for bicyclists, and conflicts with vehicles entering and exiting the garage will present even more hazards.
- 3) Develop an alternative or additional main entrance to the building from the alley/Mission Creek Greenway. What is now proposed as a loading zone could be a pleasant, open entrance off of the Greenway.

We appreciate your attention to these issues. We look forward to working with you particularly in incorporating these final suggestions into this proposal.

Sincerely,


Leah Shahum
Program Director

LETTER B – LEAH SHAHUM, SAN FRANCISCO BICYCLE COALITION

B-1) Referring to the traffic analysis, the commenter states that “we question the Draft EIR’s analysis of how best to handle those newly generated trips,” but offers no specific critique of the DEIR’s analysis or suggestion of how it could have been done differently. To clarify, the DEIR provides an analysis of how many trips would be generated by the proposed project, through which intersections those trips would be distributed, and the resultant effects on those intersections. Trip distribution assumptions are developed with the location of off-street parking in mind. Because the proposed parking would include off-street parking (and is required by the Planning Code to do so), the analysis assumes many vehicle trips would begin and end at the project site instead of parking lots and garages further away.

The transportation impacts of the proposed project were analyzed in a transportation impact report and were summarized in the DEIR. Vehicular traffic impacts in the p.m. peak hour were studied for the intersections in the vicinity of the project site. The intersection analysis indicates that with the addition of project traffic to existing conditions, operating conditions would not worsen at any of the study intersections and additional delays of more than just over one second would not occur. Similarly, under cumulative (2015) traffic conditions, the project’s contribution to conditions at those intersections operating at unacceptable levels would be *de minimus*. As such, no significant project-related traffic impacts would occur. Because the proposed project would not result in significant traffic impacts, no mitigation measures (or other ways to “handle” the trips generated by the project) are included in the DEIR.

As stated on page 18 of the DEIR, “potential conflicts with the General Plan are considered by the decisions-makers (normally the Planning Commission) independently of the environmental review process, as part of the decision to approve, modify or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project.” Further, it should be noted that the General Plan policy from the Transportation Element (Policy 32.1) that the commenter cites refers to land within downtown and the immediately adjacent areas where the Planning Code does not require parking and where many transit lines are readily accessible, not in the western part of the South of Market area where parking is required and it is not served as well by transit.

B-2) In assessing the potential environmental effects associated with a proposed project, such as the 601 King Street proposal, the project’s land uses (i.e. office, residential, retail, etc.) and intensity of those uses are used to determine the number of trips (automobiles and other) that would be generated. Parking is not considered to be a trip generator in and of itself and therefore would not itself significantly or otherwise affect traffic congestion.

To explain further, persons would not travel to the parking garage itself. Rather, they would travel to the offices in the proposed project (or another nearby destination) and may choose to park in the garage. However, as explained in the response to Comment B-1, above, the project’s garage would affect the local distribution of vehicle trips as motorists choose to park in the project’s garage rather than elsewhere. The potential effects of this distribution is considered as part of the intersection

level-of-service analysis conducted in the DEIR. (Also, see the response to Comment B-1, above.) Further, because parking at the project site is assumed to be used by the project-generated vehicle trips, and the impacts of vehicle trips are analyzed in the DEIR, impacts of parking have therefore also been analyzed in the DEIR.

B-3) With respect to the proposed project's ability to meet the estimated demand for parking, the DEIR assessed both self-park and valet parking conditions (see p. 36 of the DEIR). With respect to compliance with the Planning Code's requirements for parking, the project's parking was assessed in terms of the number of independently-accessible spaces that would be provided because it is in those terms that the Planning Code is stated. Regardless of whether the project's spaces would be self-park (321 spaces) or valet-park (451 spaces), the project would have a shortfall with regards to the demand for parking. More importantly, as discussed above in the response to Comment B-1, the number of parking spaces included as part of the project would not affect the number of trips generated by the project or the related traffic impacts. Therefore, no further analysis is required.

B-4) Due to the project site's location in the M-2 zoning district, the proposed project would be required by Planning Code Section 151 to provide one space per 500 occupied square feet of office space, or 426 independently-accessible parking spaces (see p. 36 of the DEIR). The project has proposed 321 spaces, and therefore would have a shortfall of 105 spaces. Parking demand for the project was calculated to be 482 spaces, or 161 more spaces than are proposed. Even with valet parking, which would accommodate 451 vehicles, the project would still have a shortfall with regards to demand for parking.

As suggested by the commenter, the project sponsor intends to seek special approval for the less than required number of parking spaces through the Planned Unit Development (PUD) process, which requires a conditional use authorization by the Planning Commission (see p. 36 of the DEIR). If PUD approval is granted for the project as currently proposed, the project would provide one space per 663 square feet rather one per 500 square feet, a 25% reduction.

B-5) Please see the responses to Comments A-1 and A-2.

Judy L. West
The Madrina Group
499 Alabama St. # 203
San Francisco, CA 94110
v&f (415) 552-7558

July 11, 2000

Rana Ahmadi
Dept of City Planning

(C)

Re: Mission Creek Bikeway and 601 King Street 1999.554E

Dear Ms. Ahmadi,

I have enclosed some information on the Mission Creek Bikeway project which the Madrina Group has been developing over some years. It would reclaim portions of the old railroad right-of-way which was built along side of Mission Creek from the Mission District to the harbor at Mission Bay, to be used as an off-street transportation route for bicycles. The project will hopefully run along side the proposed office project at 601 King Street where the railroad tracks used to run and where I understand a sewer easement exists.

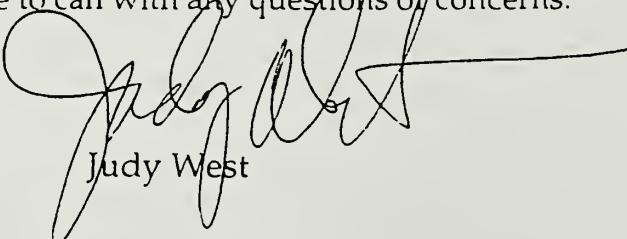
The Madrina Group non-profit just received notice of a \$30,000 grant award for a planning and feasibility study for the Bikeway project from the Metropolitan Transportation Commission. With matching funds from the SF Department of Parking and Traffic secured, we should finally get the project underway in earnest this year.

We will begin our planning study with a series of meetings with the relevant stakeholders along the route (including the project sponsor) and hopefully develop a plan for an expansion of the public right-of-way along much of Division Street, connecting to the harbor at Mission Bay near the subject project. We would hope that some agreement can be worked out with SF Gravel and the AF Evans Company to accommodate bicycle traffic through this "slot". Twelve feet is usually considered an adequate width for a 2-way bikeway.

If it is appropriate at this time, I would like to request that the project sponsor make the bicycle thoroughfare a part of their current project, as a temporary measure, until such time as we have completed our study and finalized a design, which could incorporate some green space and include a sliver of SF Gravel's property as well. When completed, our study will include preliminary cost estimates which we will use to raise funds for the capital improvements and land acquisitions which hopefully will follow.

I would also hereby like to bring the Mission Creek Bikeway project to the attention of City Planning in general, so that it could be considered in the Environmental and Project Reviews of other proposed developments along this route. Alternative transportation solutions to automobiles are desperately needed in this core area, and I hope the Planning Department will support our efforts to secure as much of this historic transportation corridor as possible. Please do not hesitate to call with any questions or concerns.

Respectfully yours,


Judy West

LETTER C – JUDY WEST, THE MADRINA GROUP

C-1) Please see the responses to Comments A-1 and A-2.

SECTION D

PUBLIC HEARING COMMENTS AND RESPONSES

This chapter contains a transcript of the public hearing on the Draft EIR and the responses to each of those comments. Each substantive comment on the Draft EIR is labeled with a number in the margin and the response to each comment is presented following the commenter's remarks. For purposes of sequential reference with the written comments, these comments are designated as though they were contained in comment letters. Therefore, comments from the first speaker at the public hearing are answered in responses D-1, D-2, etc., from the second commenter, in responses E-1, E-2, and so on. Where responses have resulted in changes to the text of the Draft EIR, these changes will also appear in the Final EIR.

Comments

Good afternoon, my name is Judy West. I guess the first thing I'd like to say is that this project is adjacent to this Mission Creek Bikeway that you may have heard me talk about in the past. There's -- it's a sewer easement on the backside of the project where there's outdoor parking, and it's a sewer easement that can never be built on. The project sponsor has parking proposed there.

And I wanted to let you know, to begin with, that yesterday I got word that I received a grant, finally, after many applications from the Metropolitan Transportation Commission, for a planning study on this project. And there's matching funds from the Department of Parking and Traffic. So I'm very pleased to make that announcement here.

What I wanted to say in regards to this project is that, you know, we hope to use a little corner of this sewer easement for a through bikeway, hopefully with some green space that will remind people of the river, which it basically represents. Until our study is complete, exactly how we would do that is not determined. But at this point in time I just want to bring this to your attention. I want to make sure that the project sponsor is not required to have parking on that little slot there. You know, they seem open to something. We of course would be raising funds to do capital improvements along this route. First comes the planning study with budgets and cost estimates, and then we'll be trying to raise funds to compensate property owners for, you know, providing easements or improvements to the land. So at this point in time I want to make sure that that slot is not required for parking.

I think it's a dozen spaces or 20 spaces, or something like that. I guess they have a couple of alternatives under consideration with reduced parking. And if reduced parking is a part of what you'd like to see happen, I'd like the reduced parking to be in this location rather than the ground, okay? Thanks a lot. (Judy West)

D-1

Response to Comment D

D-1) Please see the responses to Comments A-1 and A-2.

Comments

Members of the Planning Commission, my name is Lloyd Schloegel. This proposal relating to 601 King Street, there the existing structure is a large, modern, light warehouse that's a building with iron sides, clean and painted. It is being used for commercial purposes. Across the street on Townsend Street is a three-story building, it's presently being converted to office uses. There are also office buildings around the corner further up the street on Townsend Street. There is really no need to erect a new office building at 601 King Street, that this proposal is redundant and not necessary. The present proposal to build offices in so many places around the city where they are not needed is a plan to abandon the downtown business center where abundant office space exists. This project should be rejected. The numerous other office facilities in the South of Market Street area will be sufficient for the needs of this area. (Lloyd Schloegel)

E-1

Response to Comment E

E-1) The Draft EIR analyses a project proposal by 601 King Associates and is not required to assess the need for the project. The project sponsor's objectives are presented on p. 14 of the DEIR. Though a great deal of office space exists in the City, the current vacancy rate for office space, citywide, is approximately one percent.

Comments

Sue Hestor, attorney for San Franciscans for reasonable EIR functions. I would like to translate Ms. West's comments into a request for an alternative that protects the land for the bikeway she was talking about. Because if it's not in the EIR, the city can't ever consider it.

F-1

No. 2 is, you have been talking for the past couple of hours and recognizing the explosive growth of offices in the city, whether you call them dot-com business sector, research and development, or whatever. The reality of every document in your files is that the Internet businesses fit in employees at least and generally up to twice the rate as the ratio of the office work force. Yet that is not discussed in this EIR.

F-2

The staff has gotten really expert in obscuring cumulative growth numbers, such that you cannot figure them out. The Planning Department has the responsibility to put out information in EIRs that is understandable to you all, Commissioners, as well as to the public. Can you understand what are the growth assumptions in terms of increase in the work force in this from reading this EIR? I doubt that you can understand them because I can't understand them, and I have been reading these for 20 years. What you have to insist on the staff doing is telling us not tiering from a six-level document, that everything is in footnotes to a reference, then you go to that document, it references a prior document, which is exactly what you face now.

F-3

What are the cumulative growth assumptions in the work force, particularly a work force that is office space, whether you call it office or not, how have those assumptions been exceeded? Because your EIRs keep telling you, and when I talk to staff they keep telling me, that they are using formulas that were set up a long time ago, and these are professional formulas. Well, professional formulas get ousted by reality, folks. You can't at one hearing on one item say, "Yes, there's been an explosion," and then in an EIR allow business as usual based on old formulas that are no longer relevant. The old formulas of the downtown plan, the old formulas in the Mission Bay study, the old formulas that came from ABAG, you know, five or six years ago, are absolutely irrelevant. We do not know the pace of growth. You have never been given a list of what are the developments that are going through that aren't being called offices, because I know in the Mission it's over a million square feet. And how do I know it? Because we go out and count them. Your staff has never given you the, quote, unquote, multimedia report that was requested in April. You do not have a certifiable document if you don't understand the cumulative growth issues.

This area is not particularly well-served by transit, even though there is now the Caltrain extension down there. I have seen what happens right now with the limited work force in the area and people using the platform at the end of the N-Line. People – the traffic is already backed up without new work force down there, the people trying to get to that platform, the people trying to get onto the 280 entrance. You do not have any of that discussion in these EIRs.

This site is also adjacent to a noxious use and a block from another noxious use. What are they? I don't know what you call the garbage truck transfer place where all the garbage trucks come and go home at night. But people don't want to generally live next to the place where all the garbage trucks are, but that's on the south side of the street from this site. And the sewer plant, the big sewer plant in this area, is two blocks away. You are putting large office projects right up to these uses with no plan for them. You have not rezoned this area, this is in an IPZ, it is not zoned and it doesn't have the infrastructure, the sidewalks, for example, for a huge office work force.

You have been pushing this down along the west side of 7th Street adjacent to Mission Bay without any understanding: What is the cumulative amount of development in this area, what is the cumulative amount of office development that is outside -- that is already outside of the C-3-O, explicit in the cumulative discussion in this EIR? How has the work force changed? The office workforce, whether you call it office use or not, how much is it in plain language, not in footnotes referencing documents with reference to other documents in their footnotes. No one can understand these anymore. I can't, and I'm an expert at it. Thank you. (Sue Hestor)

Responses to Comment F

F-1) As explained in the response to Comment A-1, development of a project that did not include the 25 surface parking spaces proposed for the alley but was otherwise the same as the proposed project (with 296 spaces in an underground garage and 238,000 square feet of office space), would have the same environmental effects as the proposed project. The DEIR also includes a Reduced Parking Alternative with 81 fewer parking spaces (and less of office space) than the proposed project. As such, the DEIR includes an adequate analysis of the environmental effects of a scheme with reduced parking, whether it be fewer spaces in an underground garage or at-grade in the private alley. Therefore, no additional analysis is required in the DEIR in order for the environmental effects of a design that would include less than 25 spaces or no parking at all in the private alley to be adequately assessed, and no additional analysis would be required if such a design scheme were to be approved by the Planning Commission.

F-3
cont.

F-4

F-5

F-2) The proposed project seeks approval of 238,000 gross square feet of office space and will be reviewed for approval as an office project, not as a “research and development” or “business services” project. The proposed project will be reviewed for approval subject to the development limits established by Proposition M and subject to linkage fees established by law. While the current project is an office project and will not have significant impacts under CEQA, as a policy matter, the City considers it to have impacts that necessitate payment of established fees. Policy-makers have yet to establish such fees for uses other than office, however several proposals are before the Board of Supervisors at present.

The Planning Department uses the ratio of one worker for every 275 gross square feet of office space as the standard basis for density assumptions in its environmental documents. The 1:275 ratio is established in the Planning Department’s *Interim Transportation Impact Analysis Guidelines for Environmental Review, 2000*, and has been reinforced by research contained in other studies, including the Cumulative Growth Scenario prepared in 1998 by Keyser Marston Associates.

An informal survey conducted by the Planning Department (December 15, 1999, Multimedia Space Analysis), assembled data on a small sample of multimedia projects in San Francisco. The survey examined nine businesses ranging in size (5 to 380 employees) and maturity (2 months to 6 years old). While complete data was not gathered for all nine businesses, the employment densities reported ranged from 1 employee/65 sq. ft. to 1 employee/800 sq. ft. This informal survey is clearly not a statistically valid sample, but it does indicate a great variety in employment densities, and, at the high-density end of the spectrum, also indicates that overcrowding may occur. This overcrowding is a logical result of the current real estate market (i.e. there is limited space at high cost), and the phenomenal growth of companies in the “internet” economy. During times when there is less economic expansion and less demand for office space, overcrowding is less likely to occur and a surplus of office space may even result. As such, 1 employee/275 sq. ft. is an appropriate average density. Until the proposed project is approved, built, and occupied, it will remain uncertain who the project’s tenants will be and at exactly what density they will occupy the space. Further, even using a more conservative estimate of employment density of 1:190 gsf, project-related employment growth would still not be considered cumulatively considerable.

F-3) CEQA Guidelines Section 15130(b) states that one of two different methods can be used as the basis for conducting a cumulative analysis, either a “list approach” or a “projection approach.” The projection approach uses a summary of projections contained in adopted policy or environmental documents, such as a general plan or a certified EIR, as the basis for cumulative analysis. As is standard practice for environmental documents prepared by the Planning Department, the DEIR used the projection approach. Use of the projection approach allows for a more accurate and consistent analysis over time, especially in a large urban environment like San Francisco where, at times, the rapid pace of development makes the maintenance of a consistently accurate list extremely difficult.

The cumulative 2015 traffic analysis in the DEIR was based on the cumulative 2015 analysis conducted for the Mission Bay SEIR (certified September, 1998). The Mission Bay cumulative traffic analysis was based on the Metropolitan Transportation Commission’s traffic model with land use and employment forecasts for San Francisco that included the Mission Bay project itself (some

1.5 million gsf of retail, 2.65 million gsf of UCSF campus, and 5.6 million gsf of research and development space, and 6,000 residential units). The 601 King Street cumulative traffic analysis uses the same assumptions as the Mission Bay SEIR. It is within this context of assumed “background” growth that the proposed project’s impacts were assessed in the DEIR.

The China Basin area near where the project site is located has experienced a large amount of new development in recent years. To check the accuracy of the cumulative 2015 growth forecasts in the China Basin area, the City commissioned an analysis of an interim year cumulative growth in traffic that included projects under construction, approved but unbuilt projects, and projects under review by the City. The interim-year analysis concluded that growth assumptions for the 2015 cumulative analysis were valid. As such, it would be expected that the cumulative 2015 growth forecasts made for the proposed project, which is located very close to the China Basin area, would also be accurate.

Whether or not the proposed project would have a cumulative significant impact on the environment is based on whether the project’s contribution to potentially significant cumulative effects could be “considerable” or “substantial.” Because of the proposed project’s limited scale (less than 1% of expected citywide employment growth by 2015), cumulative conditions would be the same whether or not the proposed project is approved and implemented. Therefore, per *CEQA Guidelines* Section 15130(a)(4), the project’s contribution to those effects would be *de minimis* and could not be found to be considerable. To ensure that the explanation regarding the cumulative traffic analysis is clear, additional language is added to the text of the DEIR (p. 32), as indicated in Section E, Staff-Initiated Text Changes.

With regards to the impacts the proposed project would have on the transit network under cumulative conditions, the DEIR concludes on p. 35 that the project would have less than significant effects. Specifically, the DEIR states that because of the relatively limited effect of the proposed project in the context of long-range cumulative growth, the project would have a minimal contribution to cumulative transit ridership conditions in 2015 and the projected conditions would occur with or without the proposed project. With regards to the cumulative traffic conditions, the commenter is correct in noting that existing conditions will worsen at certain intersections in the project vicinity. In fact, the DEIR discusses on p. 34 that five of the seven intersections studied for the proposed project are expected to operate at unacceptable levels of service by 2015. However, as also noted on p. 34, “The five study intersections (three signalized and two unsignalized) that would fail under cumulative conditions would do so with or without traffic generated by the proposed project, thus the project’s contribution to conditions at those intersections would be *de minimis* (per *CEQA Guidelines* Section 15064(I)(4)).” (For additional information, please refer to the transportation study, entitled, *601 King Street Transportation Study*, May 22, 2000. This report is available for review in the project file.)

F-4) The vicinity in which the project site is located has in recent years experienced rapid growth and a shift in land uses from industrial to primarily space for multimedia companies. The proximity of potentially incompatible land uses could result in noise or air quality effects that, if severe enough, would be considered significant environmental effects. While the rapid change of an area may increase the potential for land use conflicts, proximity of the project site to the nearby potentially

noxious uses noted by the commenter, for example, would not in itself be an environmental hazard or create a significant environmental effect. (Please see pages 21-23 of the DEIR for a discussion of the land uses in the vicinity of the project site and the proposed project's potential for land use impacts.) No hazardous conditions related to existing land uses have been identified that would place users of the project at 601 King Street at risk. Some users of the project may suffer annoyance or inconvenience, but they would not reach the level of a significant effect under CEQA, and it would be speculative to assume sufficient annoyance or complaints to result in displacement of industrial uses nearby.

The commenter is correct in noting that the project site and its vicinity was not originally designed with the amenities and, in some cases, the appropriate infrastructure for huge work forces, for example some blocks in the area have sidewalks and others do not. However, with the approval of each new project that would increase pedestrian activity, developers of those projects are required to make necessary sidewalks improvements. In the case of the proposed project site, there are existing sidewalks on King and Seventh Streets. Because there is no existing sidewalk on Berry Street, one will be constructed as part of the proposed project. The DEIR analyzes the potential effects of increased pedestrian traffic, and states on p. 37: "The additional project-related pedestrian trips would not substantially affect the current sidewalk conditions along Seventh, Berry or King Streets. As these sidewalks currently have relatively low pedestrian volumes, pedestrian conditions would continue to remain acceptable." As such, no additional sidewalk improvements are expected to be necessary.

F-5) Please see the responses to Comments F-1, F-2 and F-3.

SECTION E

STAFF-INITIATED TEXT CHANGES

Page 37 of Chapter III.C, Traffic and Circulation, of the DEIR is revised to add the following new paragraph at the end of the subsection entitled “Pedestrian and Bicycle Conditions”:

A proposal is currently in the early planning stages to create the Mission Creek Bikeway and Greenbelt that would implement a landscaped area and bike path on the abandoned Mission Creek railroad right-of-way. The Mission Creek railroad right-of-way was built along the now underground Mission Creek in the northeast Mission, around the nose of Potrero Hill and into Mission Bay. One segment of the proposed bikeway runs through the private alley at the western edge of the project site.

Assuming implementation of both the Mission Creek Bikeway and the proposed project, there would be an increased potential for vehicle-bicycle conflicts. Conflicts would be more likely to occur because: 1) the approximately 45-foot wide alley could not concurrently accommodate a 12-foot wide bikeway and automobile parking without bicycles and vehicles crossing each others' paths; 2) the location of the Berry Street entrance/exit to the project's below-grade parking would increase the number of vehicles travelling on Berry Street in front of the exit/entrance of the bikeway; and 3) due to the location of the loading dock off of the alley, trucks entering or exiting the loading area would travel into the alley and make turns that could potentially overlap with the proposed bikeway. The potential for conflicts, while of concern, would not be considered a significant impact because the implementation of appropriate safety measures such as signage and street striping would ensure that the potential for conflicts would be no greater than at other locations throughout the City where bike lanes are located in proximity to driveways, bus stops, and loading areas. It should be noted, however, that regardless of how the proposed project is designed or even whether or not it would be implemented, there would still be the potential for vehicle-bicycle conflicts as bicycles and other users of the proposed bikeway enter Berry Street from the alley.

Page 33 of Chapter III.C, Traffic and Circulation, of the DEIR is revised to add the following new subsection at the end of the page under the “Impacts” section:

CUMULATIVE ANALYSIS METHODOLOGY

CEQA Guidelines Section 15130(b) states that one of two different methods can be used as the basis for conducting a cumulative analysis, either a “list approach” or a “projection approach.” The projection approach uses a summary of projections contained in adopted policy or environmental

documents, such as a general plan or a certified EIR, as the basis for cumulative analysis. As is standard practice for environmental documents prepared by the Planning Department, this EIR used the projection approach. Use of the projection approach allows for a more accurate and consistent analysis over time, especially in a large urban environment like San Francisco where, at times, the rapid pace of development makes the maintenance of a consistently accurate list extremely difficult.

The cumulative traffic analysis was based on the cumulative analysis conducted for the Mission Bay SEIR (certified September, 1998). The Mission Bay cumulative traffic analysis was based on the Metropolitan Transportation Commission's traffic model updated with land use and employment forecasts for San Francisco that included the Mission Bay project itself (some 1.5 million gsf of retail, 2.65 million gsf of UCSF campus, and 5.6 million gsf of research and development space, and 6,000 residential units). It is within this context of assumed "background" growth that the proposed project's impacts were assessed.

Whether or not the proposed project would have a cumulative significant impact on the environment is based on whether the project's contribution to potentially significant cumulative effects could be "considerable" or "substantial." If cumulative conditions would be the same whether or not the proposed project is approved and implemented, then per *CEQA Guidelines* Section 15130(a)(4), the project's contribution to those effects would be *de minimis* and could not be found to be considerable.

● **CHAPTER IX**
APPENDICES

APPENDIX A: Initial Study

APPENDIX A

INITIAL STUDY

**NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED**

Date of this Notice: April 1, 2000

Lead Agency: City and County of San Francisco, Planning Department
1660 Mission Street, 5th Floor, San Francisco, CA 94103

Agency Contact Person: Rana Ahmadi **Telephone:** (415) 558-6295

Project Title: 99.554E: 601 King Street **Project Sponsor:** 601 King Associates
Contact Person: Andrew Junius
Contact Phone #: (415) 567-9000

Project Address: 601 King Street
Assessor's Block and Lot: Block 3800, Lots 1 and 2
City and County: San Francisco

Project Description: The project sponsor, 601 King Associates, proposes to demolish two buildings at 830 Seventh Street and 601 King Street to construct a 4-story (plus mechanical penthouse and basement parking level) office structure, approximately 50 feet tall. The 93,218 square-foot trapezoidal project site is composed of two lots on the northern portion of a block bordered by King Street to the north, Seventh Street to the east, Berry Street to the south, and De Haro Street diagonally to the west. The site has frontages on Seventh, King, and Berry Streets as well as an alley that runs along its southern edge. The site is within an M-2 (Heavy Industrial) District. The existing buildings are not rated for historic architectural importance under Article 10 of the City Planning Code. The proposed new building would contain approximately 238,000 gross square feet (gsf) of office space. The structure would provide about 300 off-street parking spaces in a basement-level and ground-floor garage. The project would also include two off-street freight loading spaces.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Initial Study for the project, which is attached.

Deadline for Filing an Appeal to the Planning Commission of this Determination that an EIR is required is May 1, 2000. An appeal requires: 1) a letter specifying the grounds for appeal, and 2) a \$209.00 filing fee. The public is invited to comment on the scope of the EIR. Such comments must be received by May 1, 2000 to ensure consideration in preparing the Draft EIR.

HILLARY E. GITELMAN Environmental Review Officer

601 KING STREET
INITIAL STUDY
99.554E

I. PROJECT DESCRIPTION

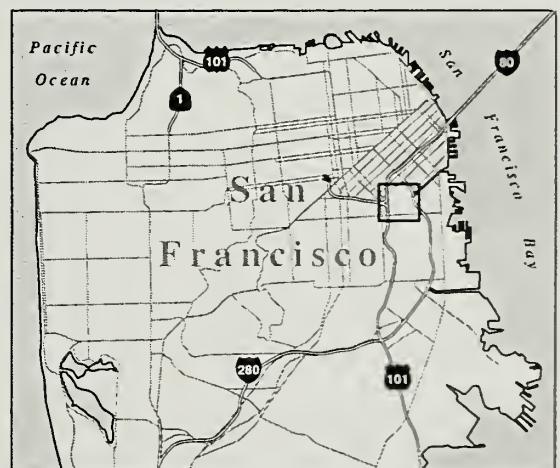
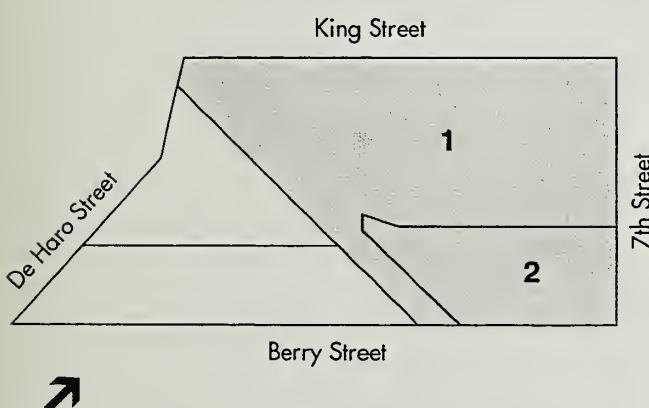
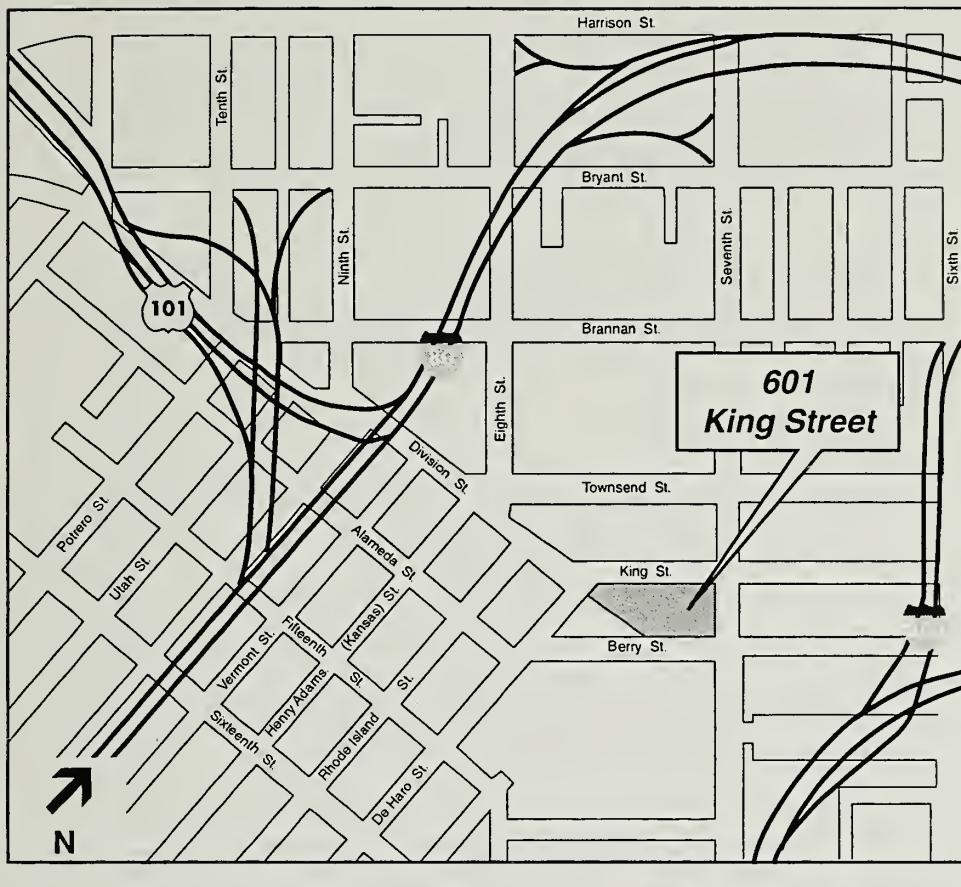
This project site is located in the South of Market (SoMa) neighborhood of San Francisco in an M-2 (Heavy Industrial) District. The project sponsor would demolish two existing buildings to construct a four-story (plus basement-level garage and 10-foot mechanical penthouse), 50-foot tall office building.

The project site is located on the northern portion of a block bordered by King Street to the north, Seventh Street to the east, Berry Street to the south, and De Haro Street diagonally to the west (see Figure 1). The site is directly across King Street from the Baker-Hamilton building, a city landmark recently approved for conversion from retail uses to office space. The site consists of two parcels, Lots 1 and 2 of Assessor's Block 3800, and is 93,218 square feet in size. The project sponsor is 601 King Associates.

The new building would contain approximately 238,000 gross square feet (gsf) of office space (see Figures 2-5 for site and floor plans). Parking on the basement and ground levels, accessed from the paved private alley that runs diagonally along the rear (southwestern) property line, would provide about 300 off-street parking spaces. Two off-street freight loading spaces would be provided at the eastern end of the paved alley (closest to Berry Street). Vehicles would enter the private alley from Berry Street and exit the alley at the opposite end of the project site at the intersection of King and De Haro Streets.

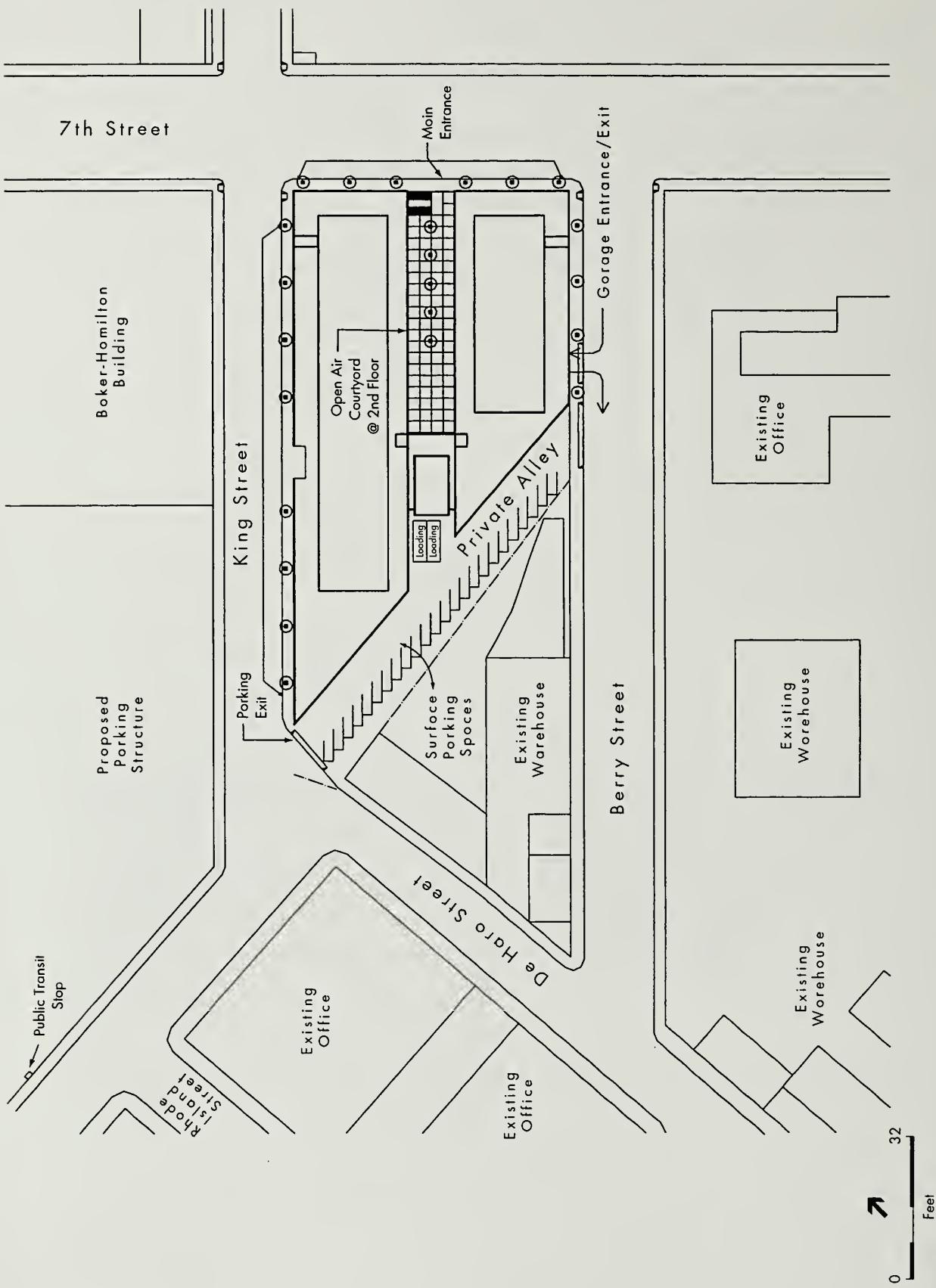
Two existing industrial warehouse structures currently occupy the project site. The structures provide approximately 84,000 square feet of space for the storage and distribution of dried food goods. The older of the two structures, 830 Seventh Street, was constructed in 1927. This irregularly shaped building on the southeastern portion of the site varies in height from one to four stories and includes frontages on Seventh and Berry Streets, as well as the paved alley. This structure is sheathed in metal sheeting that is perforated with a variety of window and door openings. The building is rated "6Y2" on the State Office of Historic Preservation database, meaning that it has been evaluated and determined to be ineligible for listing on the *National Register of Historic Places*. The building is not listed in Article 10 of the Planning Code. Occupying the northern portion of the project site is 601 King Street. Constructed in 1986, this utilitarian structure is a large one-story, rectangular, aluminum-sided building with no architectural design features and a loading dock on its western frontage.

The proposed building would be a concrete-frame structure with a variety of cladding materials and glass, including concrete block on the along the first level (see Figures 6+7 for elevations). According to the project architect, the exterior's varied mix of colors and materials is proposed to express the different volumes of the building's mass and to reduce its visual scale. The building's modular fenestration pattern is designed to relate to the Baker & Hamilton but is also varied to give the building a human scale.



SOURCE: Environmental Science Associates; San Francisco Planning Department

601 King Street / 200067 ■
Figure 1
Project Location

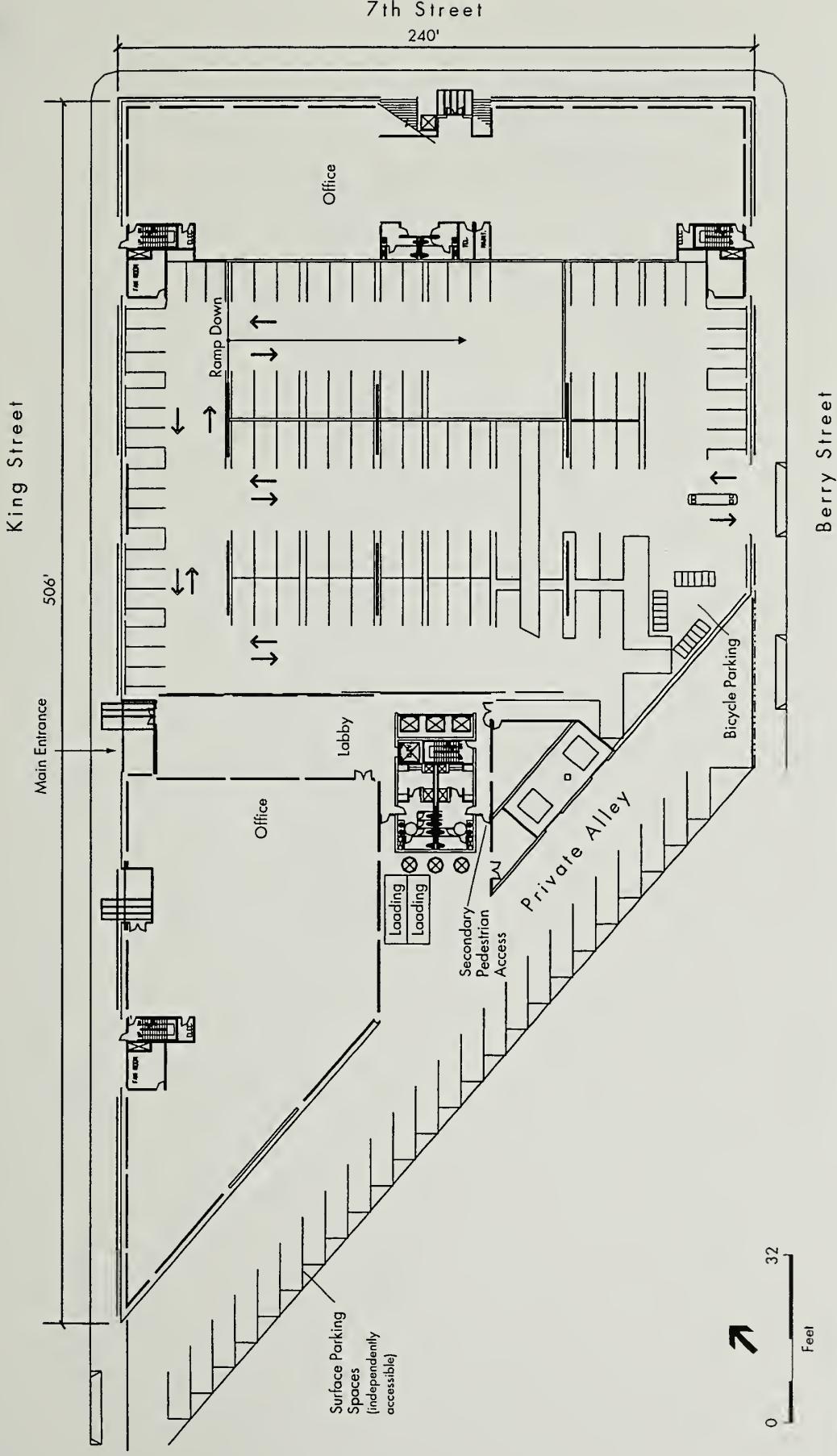


SOURCE: Pflau Architecture, Environmental Science Associates

601 King Street / 200067 ■
Figure 2
Site Plan

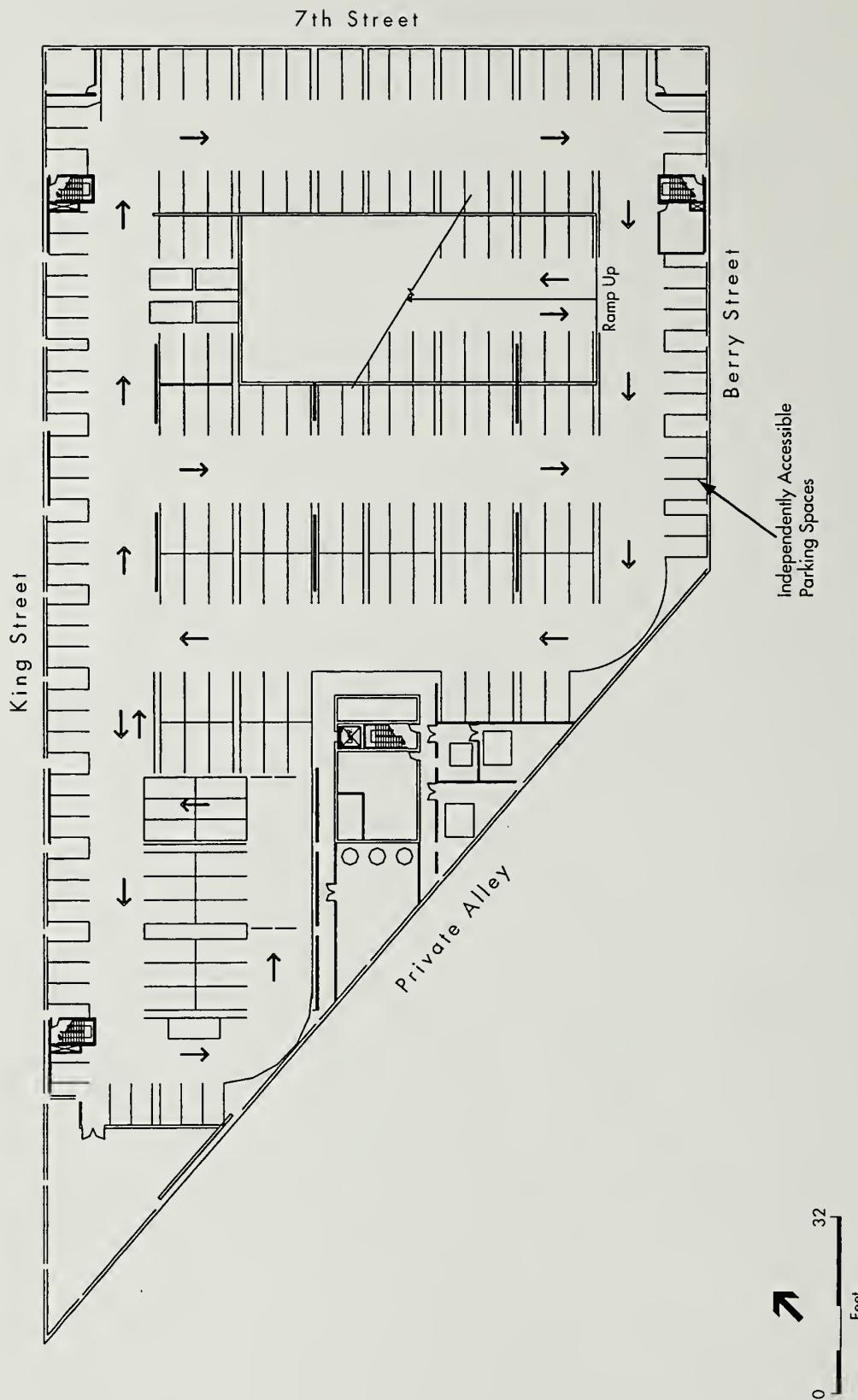
Proposed Parking Structure

Baker-Hamilton Building

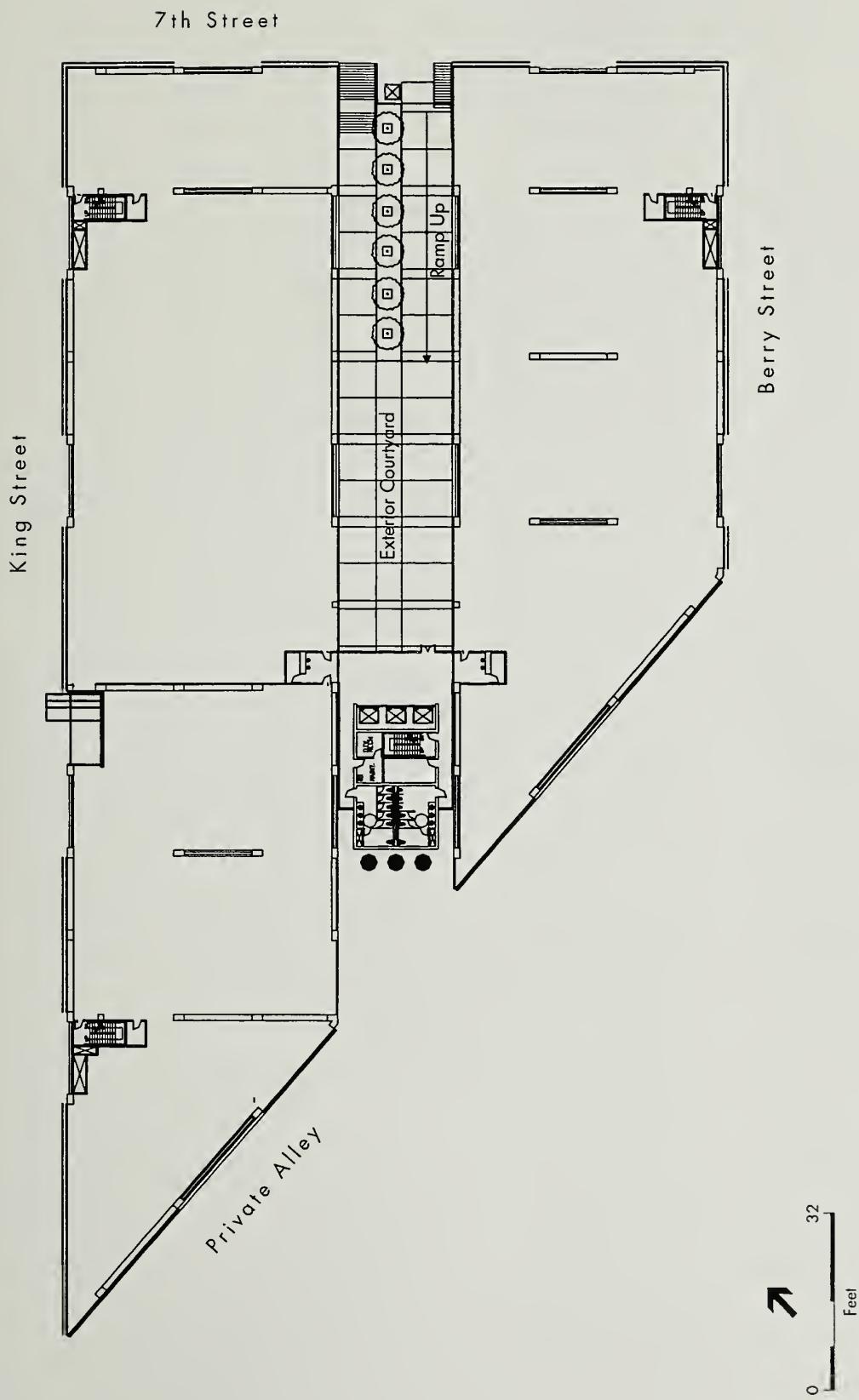


SOURCE: Pfau Architecture, Environmental Science Associates

601 King Street / 200067 ■
Figure 3
Ground Floor Plan

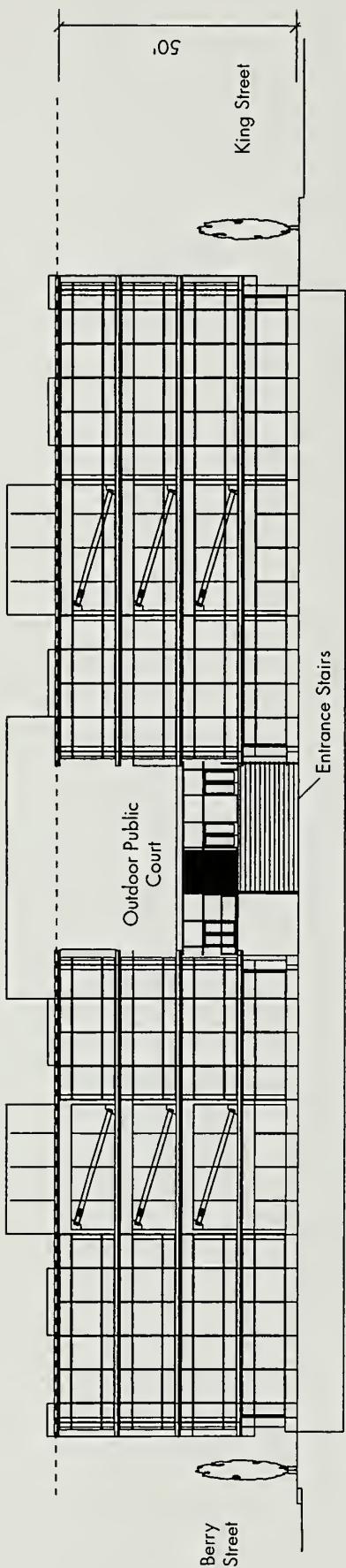


SOURCE: Pflau Architecture, Environmental Science Associates

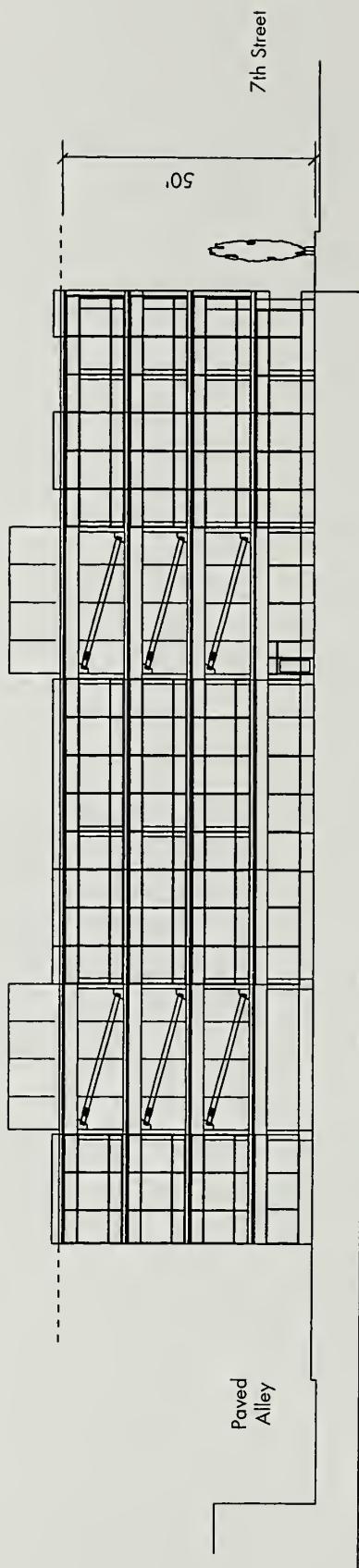


601 King Street / 200067 ■
Figure 5
Typical Floor Plan

SOURCE: Pflau Architecture, Environmental Science Associates



7th Street (Northeast) Elevation



Berry Street (Southeast) Elevation

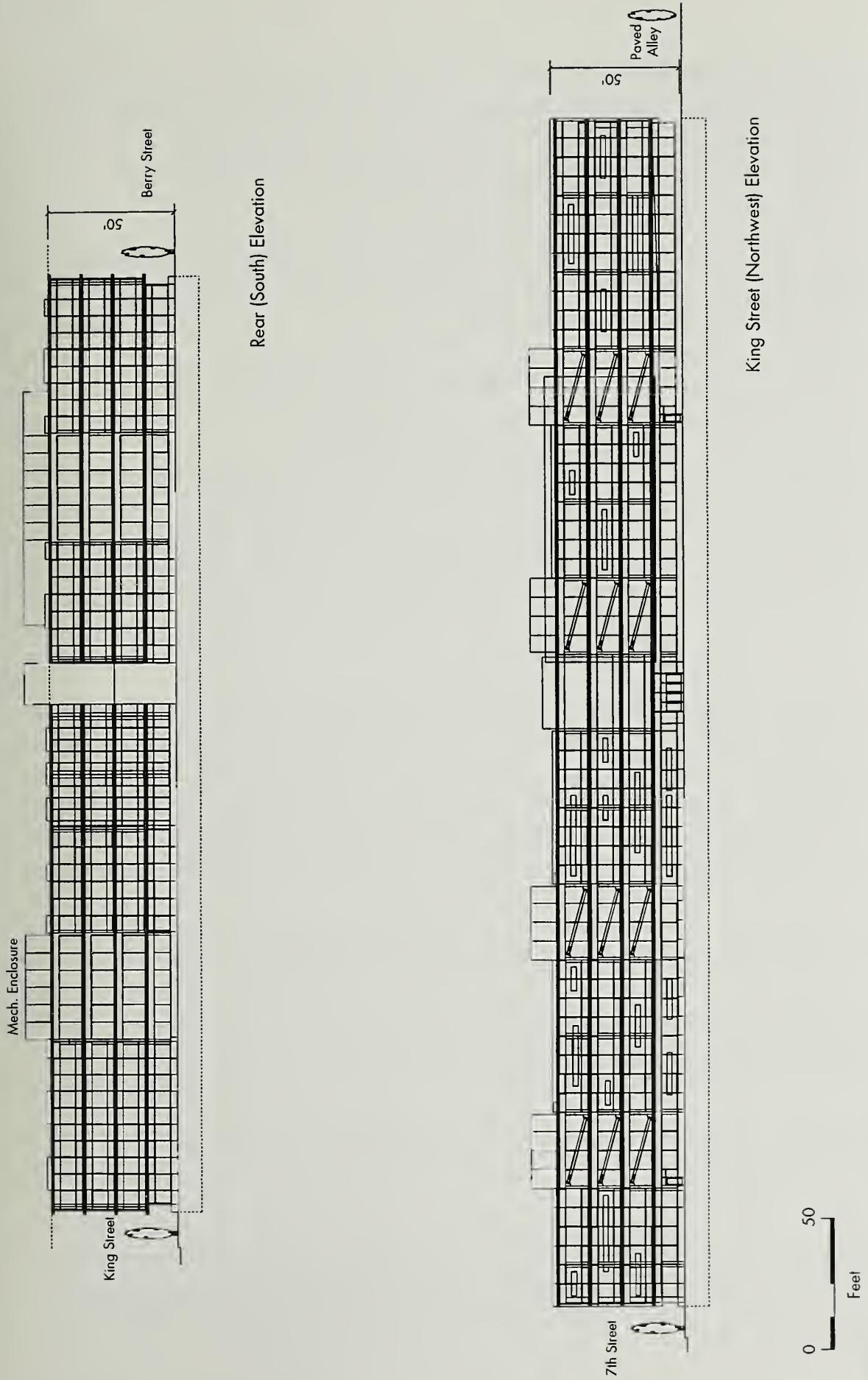
0 25
Feet

SOURCE: Pflau Architecture, Environmental Science Associates

601 King Street / 200067

Figure 6

Berry and Seventh Street Elevations



SOURCE: Pfau Architecture, Environmental Science Associates

601 King Street / 200067 ■

Figure 7

Rear and King Street Elevations

As currently proposed, the primary pedestrian entrance to the building would be on Seventh Street. This entrance would bring pedestrians up a flight of stairs to a lobby via a second-floor open-air courtyard. The lobby would be situated near the center of the building and include stairs and two elevators. The building would cover the entire project site (excluding the private alley). The project's floor area ratio (FAR) would be 2.55:1, which is below the maximum FAR of 5:1 permitted in the M-2 Use District.

Project construction would take about 12 months, including demolition of the existing structures, with occupancy planned for August 2001. Construction cost, including demolition, is estimated at \$15 million. The project architect is Pfau Architecture.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The 601 King Street project is examined in this Initial Study to identify potential effects on the environment. Impacts on transportation have been determined to be potentially significant, and will be analyzed in an Environmental Impact Report (EIR). In addition, the EIR will provide discussion of land use and visual quality impacts for informational purposes, although the project is determined in this Initial Study to have less-than-significant land use and visual quality impacts.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential impacts were determined either to be insignificant or to be mitigated through conditions included in the project. These items are discussed in Section III below, and require no further environmental analysis in the EIR: land use, visual quality, population and employment, noise, air quality, hazardous materials, shadow, wind, utilities/public services, biology, geology/hydrology, water, energy, historic architectural resources, and archaeological resources. As noted above, although land use and visual quality are fully analyzed herein, these topics will also be presented in the EIR for informational purposes.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

		<u>Not</u>	<u>Discussed</u>	<u>Applicable</u>
A. COMPATIBILITY WITH EXISTING ZONING AND PLANS	1) Discuss any variances, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable.		X	
	2) Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable.		X	X

The project site is located at the northeastern edge of the North Potrero area, a subarea of the Central Waterfront Area, which is the subject of an area plan in the *San Francisco General Plan* (General Plan). The Central Waterfront Plan, adopted in 1980 and subsequently amended, is the policy document that guides growth and development along San Francisco's central waterfront, an irregularly shaped area that

includes several subareas: Showplace Square, Mission Bay, the Central Basin and Islais Creek areas, and the northern and eastern slopes of Potrero Hill. The Central Waterfront Plan “calls for development that will meet the City’s pressing economic and employment needs without sacrificing environmental quality,”¹ with an emphasis on industrial development to aid in the diversification of the City’s economy. The Central Waterfront Plan was amended in 1990 to divide the plan into two parts: Part I, which covers all subareas except Mission Bay, and Part II, which covers Mission Bay. The overall goal of the Plan for subareas other than Mission Bay “is to create a physical and economic environment conducive to the retention and expansion of San Francisco’s industrial and maritime activities . . . in order to reverse the pattern of economic decline in the area and to establish a land base for the industrial and maritime components of the San Francisco economy.”² The Central Waterfront Plan was amended in 1997 to accommodate adoption of the Port of San Francisco Waterfront Land Use Plan, and Part II was amended again in 1998 upon adoption of the Mission Bay North and South Redevelopment Plans.

The North Potrero subarea is roughly bordered by King, Seventh and Sixteenth Streets to the north, DeHaro Street and San Bruno Avenue to the west, Seventeenth Street to the south, and Seventh Street to the east. This subarea adjoins the Showplace Square subarea to the north, and the Mission Bay subarea to the east. Objectives and policies for the North Potrero subarea generally call for the preservation and intensification of the industrial uses that are predominant in the area. Other policies call for transportation improvements, including the provision of new sidewalks and the provision of short-term parking, and preservation of the area’s historic industrial character.

The proposed project could conflict with certain Central Waterfront Plan policies, and could be consistent with other policies. The project could conflict with Central Waterfront Plan objectives and policies that call for: encouraging the intensification and expansion of industrial and maritime uses (Objective 1, Policy 1); preventing the conversion of land needed for industrial or maritime activity to non-industrial uses (Objective 1, Policy 2); promoting industrial expansion through intensifying the use of existing facilities and properties (Objective 3, Policy 1); attracting new industries that create employment opportunities for City residents and diversify the City’s economic base (Objective 3, Policy 11); promoting the retention and improvement of existing commercial activities that support local industrial and maritime uses (Objective 5, Policy 1); and limiting new office development that does not serve a principal industrial or maritime use (Objective 5, Policy 3). The project could also conflict with objectives and policies for the North Potrero subarea that encourage the rehabilitation of industrial buildings, encourage more intensive use of existing facilities, and call for marketing vacant land and buildings for light industrial uses (Objective 14, Policies 1 and 2).

Central Waterfront Plan objectives and policies with which the project would appear to be consistent include those calling for new development with minimal adverse environmental effects (Objective 1,

¹ *San Francisco General Plan*, Central Waterfront Plan, as amended September 27, 1990, p. 1.

² *San Francisco General Plan*, Central Waterfront Plan, as amended September 27, 1990, p. 8.

Policy 3); and supporting new industries that create employment opportunities, add tax revenues, and diversify the City's economic bases.

On August 5, 1999 the City Planning Commission adopted interim controls for the City's industrially zoned land that created an Industrial Protection Zone (IPZ) and Mixed Use Housing Zones to protect the loss of such industries. The project site is located within the IPZ.

The San Francisco Planning Code implements the General Plan, and governs permitted uses, densities, and configuration of buildings within San Francisco. The Plan incorporates by reference the City Zoning Maps. Permits to construct new buildings or to alter or demolish existing ones may not be issued unless the proposed project conforms to the Code, or an exception is granted pursuant to provisions of the Code.

The project site is within an M-2 (Heavy Industrial) Use District. The Planning Code (Sec. 210.6) states that properties within the M-2 District are "the least restricted as to use and are located at the eastern edge of the City, separated from residential and commercial areas." In the M-2 District, the basic permitted floor area ratio (FAR) is 5:1 (Sec. 124). As an office building with a proposed FAR of 2.45:1, the proposed project is a principal permitted use in the M-2 District and is within the basic permitted FAR.

The project is located within the 50-X Height and Bulk District. The 50-X District permits buildings up to 50 feet in height, with no bulk limitations. As proposed, the project would not exceed 50 feet in height except where allowable for roof parapets and a mechanical penthouse. As such, the project would comply with the height and bulk limits established in the Planning Code and would not require exceptions to any provision of the Planning Code.

As an office development, the project would also be subject to certain other Planning Code sections, including the Office Affordable Housing Production Program (Section 313 et. seq.) and child care provision fees (Section 314 et. seq.). In addition, the project would be subject to the provisions of Planning Code Section 321, which restricts the amount of new office space that can be constructed on an annual basis. The project would also require approval of demolition and building permits by the Department of Building Inspection.

Environmental plans and policies, such as the '97 *Clean Air Plan*, directly address physical environmental issues and/or contain standards or targets that must be met in order to preserve or improve specific components of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

In general, potential conflicts with the General Plan are considered by decision-makers (normally the Planning Commission) independently of the environmental review process, as part of the decision to approve, modify, or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project. The relationship of the proposed project to objectives and policies of the General Plan will be discussed in the EIR.

On November 4, 1986, the voters of San Francisco passed Proposition M, the Accountable Planning Initiative, which established eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project that requires an Initial Study under the *California Environmental Quality Act* (CEQA), or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The motion for the Planning Commission will contain the analysis determining whether the project is in conformance with the Priority Policies.

B. ENVIRONMENTAL EFFECTS

All items on the Initial Study Checklist have been checked "No," except for that regarding transportation, indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse effect in those areas. For the item where the conclusion is "To be Determined," the analysis will be conducted in the EIR. Several checklist items have also been checked "Discussed," indicating that the text includes discussion of that particular issue. For all of the items checked "No" without discussion, the conclusions regarding potential adverse environmental effects are based on field observation, staff and consultant experience on similar projects, and/or standard reference material available within the Planning Department, such as the Department's Transportation Guidelines for Environmental Review, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each Checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

1) <u>Land Use</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Disrupt or divide the physical arrangement of an established community?	—	X	X
(b) Have any substantial impact upon the existing character of the vicinity?	—	X	X

The 93,218 square-foot project site is currently occupied by two industrial warehouse structures: 830 Seventh Street, an irregularly shaped building on the southeastern portion of the site that varies in height from one to four stories, and 601 King Street, a large one-story rectangular aluminum-sided building on the northern portion of the site. The two buildings provide approximately 84,000 square feet of space for the storage and distribution of dried food goods.

Land uses in the project vicinity are varied, and include light industry, heavy industry (a gravel yard and a recycling facility), warehouses, storage, wholesale interior-design-related establishments, office space, surface parking, and retail. The Caltrain rail yard is located across Seventh Street. Across King Street is the

Baker & Hamilton Building, an historic brick structure that currently supports retail spaces but which has received approval to be converted to 216,250 square feet of office space. Adjacent to the Baker & Hamilton Building to the west is a surface parking lot for which approval has been granted to construct a 50-foot tall 318-space parking garage (King Street frontage) and a four-story 57,400 square-foot office building (Townsend Street frontage). The Mission Bay North Redevelopment Area has been approved for development, but has yet to begin construction. This development will include a variety of uses, including retail, residential, and open space, and will be located north of China Basin Channel and south of Townsend and/or King Streets between Third and Seventh Streets. Slightly further away, the Caltrain depot and the China Basin Landing office building are located three blocks to the northeast on King Street.

The proposed project, a new four-story office building of approximately 238,000 gross sq. ft. (gsf), would result in an increase in intensity of existing land uses on the project site, given that the existing buildings range from one to four stories and provide a total of 84,000 gsf of storage and distribution space. However, the project would not alter the general land use of the immediate area, which includes industrial use and several office buildings.

The project would not disrupt or divide the neighborhood since it would be achieved within the existing block configuration, and office and parking uses are already in the vicinity. Land use effects of the proposed project would be less-than-significant and, as such, this topic does not need to be further analyzed in the EIR. However, land use issues will be discussed in the EIR for informational purposes.

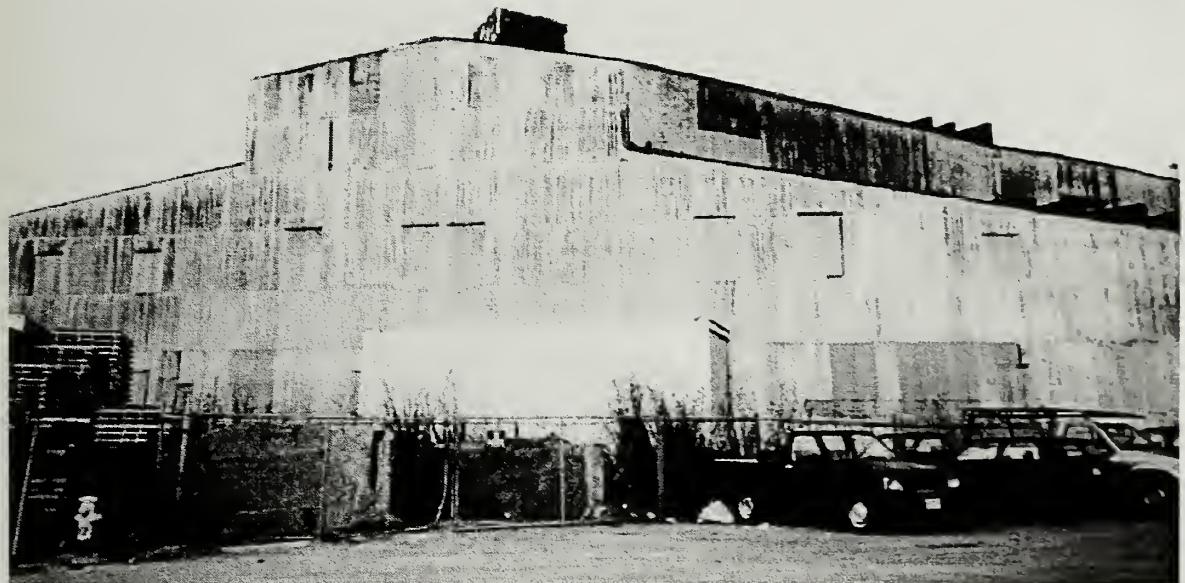
2) <u>Visual Quality</u> . Could the project:	<u>Yes</u>	<u>No</u>	Discussed
(a) Have a substantial, demonstrable negative aesthetic effect?	—	X	X
(b) Substantially degrade or obstruct any scenic view or vista now observed from public areas?	—	X	X
(c) Generate obtrusive light or glare substantially impacting other properties?	—	X	X

The proposed project would result in a visual change. The proposed project would demolish two existing industrial warehouse structures (ranging in height from one to four stories), dating from the 1920s and from the 1980s, and construct a substantially larger four-story (plus basement and mechanical penthouse) office building.

Constructed in 1927, 830 Seventh Street is an irregularly shaped building that varies in height from one to four stories, and has frontages on Seventh Street, Berry Street, and the paved alley at the rear of the project site. This wood-framed structure is sheathed in corrugated metal sheeting (heavily rusted in many places) that is perforated with a variety of window and door openings (see Figures 8+9 for photographs of the building). The main mass of this building is a large three-story high shed structure with a central spine one story taller that is capped with a pitched roof. A smaller one- to two-story portion of the building that fronts Seventh Street, and is used for office space, has signage and multiple window



Seventh and Berry Street Facades (View looking west)



Rear Facade (View looking northeast)



Seventh Street Facade (View looking west)



Berry Street Facade (View looking northwest)

SOURCE: Environmental Science Associates

601 King Street / 200067 ■

Figure 9
830 Seventh Street Building

openings. The 601 King Street building, constructed in 1986, is a large, one-story, rectangular steel and metal siding building with no architectural design features and a loading dock on its western frontage (see Figures 10+11 for photographs of the building). The rear (southern side) of the project site fronts a paved loading area and a wide alley used for parking. Most of the site is encompassed by a chain link fence topped with barbed wire.

The proposed 50-foot-tall project would be similar in height to the Baker & Hamilton Building located directly across King Street, and the proposed parking garage and office building currently under construction immediately to the southwest of the Baker & Hamilton Building. The proposed project would be one to two stories taller than some of the one- to two-story light industrial buildings in the vicinity.

The proposed building would be a concrete-frame structure with a variety of cladding materials and glass, including concrete block on the ground-level. According to the project architect, the exterior's varied mix of colors and materials is proposed to express the three different volumes of the building's mass and to reduce its visual scale. The building's modular fenestration pattern is designed to relate to the Baker & Hamilton, but is also varied to give the building a human scale. Although visual quality is subjective, given the proposed exterior materials and the fact that the proposed project would be within a group of nearby buildings of varying height and bulk, it cannot be concluded that the proposed building would result in a substantial, demonstrable negative aesthetic effect, or that it would substantially degrade the existing visual character of the site and its surroundings. In fact, it is likely that the proposed project would make a beneficial contribution to the visual quality of the area. There are no major public open spaces in the vicinity.

Visual changes on the site would not substantially change or block any scenic vista currently enjoyed from public open spaces in the area. From long-range vantage points, such as Twin Peaks, the proposed project would be consistent with the context of other nearby buildings. The proposed project would be constructed within an increasingly densely built urban area. Although the additional height would be visible from surrounding buildings, the project would not obstruct any publicly accessible scenic views, nor would it have a substantial adverse effect on a scenic vista.

The proposed project would increase the amount of light emitted from the site, but would not substantially increase ambient light levels in the project area. Further, light and glare produced from the proposed project would be typical of office structures nearby, and throughout the City. The proposed project would not produce obtrusive glare that would substantially affect other properties, and would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. As such, light and glare will not be analyzed further in the EIR.

Based on the above analysis, staff have concluded that the proposed project would not result in significant impacts related to visual quality and urban design, and these topics do not need to be analyzed further in the EIR. However, visual quality will be discussed in the EIR for informational purposes, in order to place the proposed project in context.



King Street Facade (View looking west)



Seventh Street Facade (View looking south)

SOURCE: Environmental Science Associates

601 King Street / 200067 ■

Figure 10
601 King Street Building



Rear Facade (View looking east)



Rear Facade (View looking northeast)

SOURCE: Environmental Science Associates

601 King Street / 200067 ■

Figure 11
601 King Street Building

3) <u>Population</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Induce substantial growth or concentration of population?	—	X	—
(b) Displace a large number of people (involving either housing or employment)?	—	X	X
(c) Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	—	X	X

The project would construct a new office building with approximately 238,000 (gsf) of office space. Demolition of the existing structure on the site would displace about 15 office employees.³ The businesses employing these persons would be expected to relocate within San Francisco or elsewhere in the Bay Area, as the project would not have any substantial effect on the availability of replacement space of similar quality to that provided in the existing building. At full occupancy, the project would house about 866 office employees.⁴ Some of these positions would constitute new employment in the City, while some would involve relocation from other San Francisco office buildings. San Francisco's employment is projected to grow from about 535,000 employees in 1995 to about 673,500 employees in 2015, an increase of 26 percent.⁵ Therefore, project-related employment growth would constitute less than 1 percent of citywide employment growth by the year 2015. This potential increase in employment would be minimal in the context of the total employment in greater San Francisco.

San Francisco consistently ranks as one of the most expensive housing markets in the United States and is the central city in an attractive region known for its agreeable climate, open space and recreational opportunities, cultural amenities, strong and diverse economy, and prominent educational institutions. As a regional employment center, San Francisco attracts people who want to live close to where they work. These factors continue to support strong housing demand in the City. New housing to relieve the market pressure created by the strong demand is particularly difficult to provide in San Francisco because the amount of land available for residential development is limited, and because land and development costs are high.

An estimated 311,340 households resided in San Francisco in 1995. By 2015, San Francisco households are expected to increase by 32,309 households, a 10 percent increase.⁶ Based on a nexus study prepared for the proposed update of the Office Affordable Housing Production Program, the project would create

³ Based on a letter dated December 1, 1999 from the current property owner to the San Francisco Planning Department. This letter is on file at the San Francisco Planning Department, 1660 Mission Street, in File No. 99.554E.

⁴ Based on a standard multiplier of 275 sq. ft. per employee for the proposed 238,000 sq. ft. of office space, based on San Francisco Planning Department transportation analysis guidelines and Keyser Marston Associates, Inc., *San Francisco Cumulative Growth Scenario: Final Technical Memorandum*, prepared for the San Francisco Redevelopment Agency, March 30, 1998.

⁵ Keyser Marston Associates, Inc., cited in Note 4.

⁶ Keyser Marston Associates, Inc., cited in Note 4.

a demand for about 292 new dwelling units.⁷ The project would be required to comply with Section 313 of the Planning Code, and contribute towards the production of affordable housing. Housing demand in and of itself is not a physical environmental effect, but an imbalance between local employment and housing can lead to long commutes with potential traffic, air quality, and other impacts. Traffic issues will be analyzed in the EIR; see Section III.B.6, p. 24 below, regarding air quality.

In view of the above, population and housing effects of the proposed project would not be significant and will not be analyzed further in the EIR. However, issues relating to growth inducement will be analyzed in the EIR.

4) <u>Transportation / Circulation</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?			To be Determined
(b) Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?			To be Determined
(c) Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?			To be Determined
(d) Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?			To be Determined

Increased employment on the project site would result in increased demand on the local transportation system. Project effects on transportation and circulation, including intersection operations, transit demand, and impacts on pedestrian circulation, parking, and freight loading, as well as construction impacts, will be analyzed in the EIR.

⁷ This method uses the estimated project-related increase in employment (866 employees) by the fraction of San Francisco employees who live in the City (55%). This result, the approximate number of project-related employees who would live in the City (476), is then divided by the average number of San Francisco workers in households where San Francisco workers reside (1.63). The estimated housing demand using the formula under consideration would be about 292 units ($866 \times 0.55 + 1.63$ equals 292). Planning Code Section 313.3, the Office Affordable Housing Production Program Ordinance (OAHPP), at present applies only to office development, but is proposed to be expanded to include retail and hotel space, and to be renamed the Jobs-Housing Linkage Program. The OAHPP requires construction of housing or payment of an in-lieu fee for less housing demand than is actually anticipated to be created by a project. This OAHPP calculation uses estimated net increase in gross square feet multiplied by 0.000386; therefore, the calculation for the proposed project is 238,000 net new sq. ft. of office $\times 0.000386 = 92$, which is the number of units of housing that the project sponsor would be required to construct. Alternatively, the sponsor may pay a fee of \$7.05 per net new square foot, or about \$1.68 million.

5) <u>Noise</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Increase substantially the ambient noise levels for adjoining areas?	—	X	X
(b) Violate Title 24 Noise Insulation Standards, if applicable?	—	X	X
(c) Be substantially impacted by existing noise levels?	—	X	X

Ambient noise levels in the vicinity of the project are typical of noise levels in greater downtown San Francisco, which are dominated by vehicular traffic, including trucks, cars, MUNI buses, and emergency vehicles. The Mission Bay Subsequent EIR (Case No. 96.771E; Final EIR certified September 17, 1998) indicated a day-night background noise level (Ldn) of between 60 and 67 decibels at several locations within several blocks of the project site; noise levels on heavily trafficked streets (Third Street and Potrero Avenue) were as high as 74 decibels.

Traffic Noise

Generally, traffic must double in volume to produce a noticeable increase in noise levels. Traffic volumes in the vicinity of the project site would not be expected to double as a result of the project; therefore, substantial increases in traffic noise in the project area would not be anticipated. In addition, the project sponsor would design the new structure such that office operations would not be affected by outside noise. Traffic noise would not be significant and requires no further discussion in the EIR.

Land Use Compatibility

The State of California has prepared guidelines for determining the compatibility of various land uses with different noise environments.⁸ For office uses, the guidelines recommend that necessary noise insulation features be included in new construction in areas where the noise levels are greater than about 68 Ldn (day-night background noise level). Standard noise insulation measures would be included as part of the project design. Existing noise levels, therefore, would not significantly affect the proposed project.

Building Equipment Noise

The project would include mechanical equipment, such as air conditioning units and chillers, that could produce operational noise. These operations would be subject to the San Francisco Noise Ordinance, Article 29 of the San Francisco Police Code. Compliance with Article 29, Section 2909, would minimize noise from building operations, which would not be significant. Therefore, building equipment noise will not be analyzed further in the EIR.

⁸ Governor's Office of Planning and Research, General Plan Guidelines, November 1998, p. 187. Title 24 of the California Code of Regulations includes the California noise insulation standards, which are applicable to construction of multi-family dwelling units, and thus do not apply to the project.

Construction Noise

Demolition, excavation, and building construction would temporarily increase noise in the site vicinity. For example, the project would require pile driving during construction, which would generate noise and possibly vibrations that could be considered an annoyance by occupants of nearby properties. In general, pile driving noise could be about 90 decibels (dBA) during impact at about 100 feet from the site. Pile driving would be expected to last about four weeks. Noise levels at receptors near the project site would depend on their distance from the source and on the presence or absence of noise barriers. The noise of the pile driver would be most noticeable directly in front of the construction site. Vibrations from the pile driving could be felt in adjacent buildings, which include industrial, retail, and office uses. To mitigate any impacts associated with noise generated from pile driving, the project would comply with regulations set forth in the San Francisco Noise Ordinance.

Contractors would be required to use construction equipment with state-of-the-art noise shielding and muffling devices. The project sponsor would also require that contractors schedule pile driving activity for times of the day that would minimize disturbance to neighbors (see Mitigation Measure No. 1, p. 36).

The construction period would last approximately twelve months. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. Impacts would be temporary and intermittent, and would be limited to the period during which the foundations and exterior structural and facade elements would be built. Interior construction noise would be substantially reduced by the exterior walls.

The San Francisco Noise Ordinance, Article 29 of the City Police Code, also regulates noise from construction activities. The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (jackhammers, pile drivers, impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m. if noise would exceed the ambient noise level by five dBA at the project property line, unless a special permit is authorized by the Director of Public Works.

There are no noise-sensitive receptors, such as schools or hospitals, in the vicinity of the project that would be adversely affected by construction noise. In light of the above, construction noise would not be significant and will not be analyzed further in the EIR.

6) <u>Air Quality/Climate</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	—	X	X
(b) Expose sensitive receptors to substantial pollutant concentrations?	—	X	X
(c) Permeate its vicinity with objectionable odors?	—	X	—
(d) Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	—	X	X

Construction Emissions

Demolition, grading, and other ground-disturbing construction activities would temporarily affect local air quality for about three months, causing a temporary increase in particulate dust and other pollutants. Heavy equipment could create fugitive dust and emit nitrogen oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), reactive organic gases, hydrocarbons (ROG, or HC), and particulate matter with a diameter of less than 10 microns (PM₁₀) as a result of diesel fuel combustion.

Dust emission during demolition and excavation would increase particulate concentrations near the site. Dustfall can be expected at times on surfaces within 200 to 800 feet. In winds exceeding 12 miles per hour, localized effects, including human discomfort, might occur downwind from blowing dust.

Construction dust is composed primarily of particularly large particles that settle out of the atmosphere more rapidly with increasing distance from the source and are easily filtered by human breathing passages. About one-third of the dust generated by construction activities consists of smaller size particles in the range that can be inhaled by humans (i.e., particles 10 microns or smaller in diameter, known as PM₁₀), although those particles are generally inert. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases immediately downwind of the site, as well as sensitive electronics or communications equipment.

The Bay Area Air Quality Management District (BAAQMD), in its CEQA Guidelines, has identified a set of feasible PM₁₀ control measures for construction activities, which would be included as project conditions. The project sponsor would require the contractor to wet down the construction site twice a day during construction, which would be expected to reduce particulates by about 50 percent; would require covering soil, sand and other material; and would require street sweeping around demolition and construction sites at least once per day (see Mitigation Measure No. 2, p. 36). Construction emissions would not be significant and will not be analyzed further in the EIR.

Emissions from Operations

Based on the transportation analysis conducted for the project, vehicle emissions would not exceed applicable BAAQMD thresholds for significance (see Table 1). Although the Bay Area is not in

attainment with the federal or state standards for ozone and PM₁₀, the project's incremental contribution to this effect would be considered *de minimus*; that is, the project would not meaningfully affect the region's compliance with federal or state air quality standards, and the project effects on regional air quality, therefore, would not be cumulatively considerable. In view of the above, operational air quality effects would not be significant, and will not be analyzed further in the EIR.

TABLE 1
PROJECTED DAILY TRANSPORTATION-RELATED POLLUTANT EMISSIONS

	Emissions (lbs./day) ^a	BAAQMD Standard (lbs./day)
Reactive Organic Gases (ROG)	36	80
Nitrogen Oxides (NOx)	33	80
Suspended Particulate (PM ₁₀)	21	80

^a Project emissions have been estimated using the URBMS7G model using an average vehicle trip rate of 2,160 vehicle trips per day and an average vehicle speed of 25 miles per hour. PM₁₀ emissions include vehicle exhaust and entrained road dust.

SOURCE: Environmental Science Associates, 2000.

Shadow

Section 295 of the Planning Code was adopted in response to Proposition K (passed in November 1984) in order to protect public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year-round. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet in height unless the Planning Commission finds the impact to be insignificant. As determined by a shadow fan analysis conducted by the Planning Department, this proposed project meets the requirements of the Planning Code, as it would not add new shadow to any park under Recreation and Park Department jurisdiction. (A copy of the shadow fan analysis is available for review at the Department of City Planning, 1660 Mission Street.) Further, the project site is not situated near any private or public open spaces. The project would not cause any significant effects related to shadow, and this topic will not be analyzed further in the EIR.

Wind

Wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. Because the project would construct a new building that

would not be substantially taller than most nearby buildings, the project would not result in adverse effects on ground-level winds. Therefore, this topic will not be analyzed further in the EIR.

7) <u>Utilities/Public Services</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Breach published national, state or local standards relating to solid waste or litter control?	—	X	X
(b) Extend a sewer trunk line with capacity to serve new development?	—	X	X
(c) Substantially increase demand for schools, recreation or other public facilities?	—	X	X
(d) Require major expansion of power, water, or communications facilities?	—	X	X

The proposed project would incrementally increase demand for, and use of, public services and utilities on the site and increase water consumption, but not in excess of amounts expected and provided for in the project area, and would not be expected to have any measurable impact on public services or utilities. The project would be undertaken in a fully built-out area of San Francisco, where all utilities and services are currently provided and no need for any expansion of public utilities or public service facilities is anticipated. Therefore, effects would not be significant, and this topic will not be analyzed further in the EIR.

8) <u>Biology</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	—	X	X
(b) Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	—	X	—
(c) Require removal of substantial numbers of mature, scenic trees?	—	X	X

The project site is in a densely developed urbanized area, and is covered completely by impervious surfaces. No trees exist on the site. The project would not affect any threatened, rare or endangered plant life or habitat. The project would not interfere with any resident or migratory species. The project would not result in any significant effects related to biological resources and this topic will not be analyzed further in the EIR.

9) <u>Geology/Topography</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	<u> </u>	<u>X</u>	<u>X</u>
(b) Change substantially the topography or any unique geologic or physical features of the site?	<u> </u>	<u>X</u>	<u>X</u>

The *San Francisco General Plan* Community Safety Element contains maps that show areas of the City subject to geologic hazards. The project site is located in an area subject to groundshaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area (Maps 2 and 3). The project site is in an area of liquefaction potential (Map 4), a Seismic Hazards Study Zone (SHSZ) designated by the California Division of Mines and Geology. For any development proposal in an area having liquefaction potential, the Department of Building Inspection (DBI) will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report that assesses the nature and severity of the hazard(s) on the site and recommends project design and construction features that would reduce the hazard(s). To ensure compliance with all San Francisco Building Code provisions regarding structural safety, DBI would identify and require engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on a project site would be ameliorated through the DBI requirement for a geotechnical report and review of the building permit application.

The project site is not in an Alquist-Priolo Special Studies Zone,⁹ and no known active fault exists on or in the immediate vicinity of the site. The closest active faults are the San Andreas Fault, approximately 8 miles southwest of downtown, and the Hayward Fault, about 14 miles northeast of downtown. Like the entire San Francisco Bay Area, the project site is subject to groundshaking in the event of an earthquake on these faults, although surface rupture at the site is unlikely.

A preliminary geotechnical investigation has been conducted for the project site and is summarized here.¹⁰ The project site was once a part of Mission Bay, an area of relatively shallow water connected to San Francisco Bay. The area was filled in the late 1800s. Based on previous geotechnical investigations for the site and nearby areas, the site and surrounding area is underlain by about 14 to 19 feet of sand and clay-based fill that included some debris. Below the fill is a layer of silt and clay that is almost 20 feet deep. These soils are natural marine deposits (known locally as Bay Mud) and once comprised the floor of Mission Bay. Below the Bay Mud, extending to at least a depth of almost 75 feet (measured at the

⁹ California State Department of Conservation, *Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of May 1, 1998*, [<http://www.consrv.ca.gov>], November 16, 1998.

¹⁰ Subsurface Consultants, Inc., *Preliminary Geotechnical Evaluation, Subsurface and Foundation Conditions*, 601 King Street, October 12, 1999. The report is on file at the San Francisco Planning Department, 1660 Mission Street, in File No. 99.554E.

northeast corner of the site) is firm soil that consist of interbedded sand, silt, and clay. Groundwater was measured at a depth of about 8 feet below the surface.

The proposed project would include one level below grade, and construction would require excavation and disposal of about 45,500 cubic yards of soil. Excavation, to a depth of about 10-15 feet, would be required for the parking garage.

The project would include pile driving in connection with the construction of the new building. The project site is on filled land, as are nearby buildings. Pile driving induces ground vibration that may result in compaction and compression of artificial fill and the soft Bay Mud and settlement of the adjacent ground surfaces. In general, the settlement probably would be minor and local in effect as most of the fill and mud have already undergone a good deal of compaction and compression since being emplaced, and vibration energy dissipates rapidly in fill. The project sponsor has agreed to follow any recommendations that may be made by a California-licensed geotechnical engineer as part of required (the geotechnical report requires further investigations) subsequent soils studies (see Mitigation Measure No. 3, p. 36).

The project would not alter the topography of the site.

Based on the above discussion, the project would not result in a significant effect related to geology, and this topic will not be further discussed in the EIR.

10) <u>Water</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Substantially degrade water quality, or contaminate a public water supply?	—	X	—
(b) Substantially degrade or deplete groundwater resources, or interfere substantially with groundwater recharge?	—	X	X
(c) Cause substantial flooding, erosion or siltation?	X	X	X

The project site is entirely covered by impervious surfaces consisting of a paved parking lot and the existing two buildings. The project would demolish the existing buildings and parking lot to construct a new office building with an underground parking garage. Therefore, neither groundwater resources nor runoff and drainage would be adversely affected.

Based on groundwater measurements made during prior investigations, groundwater occurs at a depth of about 10 feet below the surface. Any groundwater encountered during construction would be subject to the requirements of the City's Industrial Waste Ordinance (Ordinance No. 199-77), requiring that groundwater meet specified standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the Public Utilities Commission must be notified of projects necessitating dewatering. That office may require analysis of water samples before discharge.

Based on the above discussion, effects related to water resources would not be significant and will not be discussed further in the EIR.

11) <u>Energy/Natural Resources</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<u> </u>	<u>X</u>	<u>X</u>
(b) Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	<u> </u>	<u>X</u>	<u> </u>

The project would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulations. For this reason, it would not cause a wasteful use of energy, and effects related to energy consumption/natural resources would not be significant. Therefore, energy consumption requires no further analysis and will not be analyzed further in the EIR.

12) <u>Hazards</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	<u> </u>	<u>X</u>	<u>X</u>
(b) Interfere with emergency response plans or emergency evacuation plans?	<u> </u>	<u>X</u>	<u>X</u>
(c) Create a potentially substantial fire hazard?	<u> </u>	<u>X</u>	<u>X</u>

A Phase I Environmental Site Assessment and a subsequent Hazardous Waste Site Assessment were prepared for the subject property in 1999.¹¹ The two documents surveyed possible environmental concerns and potential hazardous conditions at the project site. Much of the information presented in this section is taken from those two reports.

Soil and Groundwater

The subject site has been in commercial use since the late 1800s. Originally, the site and surrounding area were part of the Mission Bay and Mission Creek tidal flats. The ground surface was elevated by placement of approximately 10 to 20 feet of imported fill consisting of dune sand, soil, rock, debris, rubble, and organic waste.

¹¹ Clayton Environmental Consultants, *Phase I Environmental Site Assessment at 601 King Street and 830 Seventh Street, San Francisco, California*, March 5, 1999; and Subsurface Consultants, Inc., *Hazardous Waste Site Assessment (Article 20 Report)*, *601 King Street and 830 Seventh Street*, October 15, 1999. These reports are on file at the San Francisco Planning Department, 1660 Mission Street, in File No. 99.554E.

According to Sanborn Maps, prior to construction of the existing 601 King Street building on the northern portion of the site, that part of the site was used for a variety of commercial uses, a junk yard, and dwellings. In the early part of the last century, a factory building was located there. More recently, and immediately prior to the construction of the existing structure in 1986, two railroad spurs were located on this portion of the site. The existing building was built as a warehouse and continues in that use.

The building on the southeastern portion of the site, 830 Seventh Street, was constructed in 1927. Sanborn Maps indicate that at the end of the 19th century this part of the site was occupied by dwellings and a contractor's storage yard. Subsequently, a Feed Mill operated on the site in the 1910s until the existing structure was constructed the following decade. The existing warehouse has been occupied by a number of companies, including the San Francisco Milling Company, the Export Packaging Company, and, since the 1970s, Art's Trading Company.

Historically, adjacent businesses to the north included a terra cotta storage yard, the American Oil and Power Company, and the Pacific Hardware & Steel Company, which later merged with Baker & Hamilton. The existing building at 700-768 Seventh Street (known as the Baker & Hamilton Building), was used originally as a wholesale hardware store. The Pacific Hardware Steel and later Baker & Hamilton operations originally extended westward on the project block nearly to where King Street meets Division Street, and included, according to Sanborn Maps, another large warehouse, two smaller warehouses, an incinerator, a machine shop, and auto service facilities, including fuel dispensing and an underground fuel tank. These commercial endeavors typically involve use of such hazardous materials as solvents, fuels, oils, paints, thinners, and similar substances. Remaining buildings other than the existing Baker & Hamilton Building were demolished in the mid-1980s. Farther west on the same block was a warehouse used at least until 1948 for asbestos storage. This building was demolished in the 1970s. Across Seventh Street is a railroad yard that has been in operations since the late 1800s, first as a Southern Pacific yard, and later (and currently) serving the Caltrain.

Improper handling or disposal of hazardous materials used at the site or at neighboring properties could have resulted in contaminated soil or groundwater at the site, as could have materials originally present in the imported fill that was used to build up the ground surface. A total of twelve soil samples were taken at six locations throughout the project site in 1999. The soil samples were tested for petroleum hydrocarbons, volatile organic compounds, semi-volatile organic compounds, PCBs, Benzene, Toluene, Ethylbenzene, and Xylenes, lead, and other metals. These soils test and additional groundwater tests for similar materials indicated that, with the exception of lead, there is no presence of chemical concentration above state or federal hazardous waste criteria.

For the four soil samples tested for extractable lead, results showed that all four of the samples contained extractable lead above the State of California's Soluble Threshold Limit Concentration (one of the criteria used to define a California hazardous waste). None of the samples contained lead above the USEPA's regulatory level. Several other chemicals and metals were detected in the soil samples, but all

of the detected concentrations were below hazardous waste criteria. The source of the detected chemicals is unknown, but it is likely that chemicals were present in the fill materials placed on the site.

The environmental assessments revealed no underground storage tanks (USTs) and found no USTs registered with the State of California. Several documented release sites are located within 1/8-1/2 mile upgradient to cross-gradient from the site, and one or more of these sites could have the potential to affect the environmental quality of the project site. Further, a 2,000-gallon gasoline UST was removed from the adjacent property at 638 King Street, but the removal of this tank is not expected to have a substantial environmental effect on the project site. In addition, the site is not listed on any of the reviewed hazardous materials databases. There is no direct evidence that adjacent addresses have affected the subject site.

The project site is located in an area of the City subject to the Maher Ordinance (Article 20 of the San Francisco Public Works Code, Ordinance 253-86, enacted in June 1986). The Maher Area encompasses the area of the City bayward of the original high tide line (largely the part of San Francisco created by landfill) where past industrial land uses and debris fill associated with the 1906 earthquake and bay reclamation often left hazardous waste residue in local soils and groundwater. The Maher Ordinance requires that, if more than 50 cubic yards of soil are to be disturbed and the project is on fill (or is at a location designated for investigation by the director of the Department of Public Works), applicants for building permits must prepare a site history and analyze the site's soil for hazardous wastes. If hazardous wastes are found in excess of state or federal standards, the project sponsor would be required to submit a Site Mitigation Plan (SMP) to the appropriate state or federal agencies, and to implement an approved SMP before the Department of Building Inspection issues a building permit. Mitigation would consist of the removal of hazardous substances and their disposal at an approved disposal site, or other appropriate mitigation. If toxics are found for which there are no established standards, the project sponsor would be required to request that state and federal agencies determine whether an SMP is needed. The Department of Public Health implements the Maher Ordinance and would require full compliance with the Maher Ordinance prior to construction of the proposed project.

In compliance with the Maher Ordinance, the project sponsor would submit a Site Mitigation Plan to appropriate agencies, including the San Francisco Department of Public Health, as part of the project. The construction contractor would handle and dispose of excavated soils properly, employ worker health and safety and dust control procedures, and have a State Registered Professional Geologist or Engineer certify, at the completion of foundation activities, that all elements of the Site Mitigation Plan have been performed in compliance with Article 20 requirements. Compliance with the Maher Ordinance would reduce any potential impacts related to contaminated soil or groundwater to a less-than-significant level. As such, this issue will not be analyzed further in the EIR.

Hazardous Building Materials

Asbestos

Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition. Notification includes the names, addresses, and phone numbers of persons responsible for the project, including the contractor; description and location of the structure to be renovated/demolished including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects removal operations. In addition, the District inspects any removal operations concerning which a complaint has been received.

The local office of the California Occupational Safety and Health Administration (OSHA) must be notified if asbestos abatement is to be carried out. Asbestos abatement contractors must follow State regulations contained in 8 CCR 1529 and 8 CCR 341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos-containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement would occur must have a Hazardous Waste Generator Number assigned by, and registered with, the California Department of Health Services. The contractor and the hauler of the material are required to file a Hazardous Waste Manifest that details the hauling of the material from the site and the disposal of the material. Pursuant to California law, the Department of Building Inspection would not issue the required permit until the applicant has complied with the notice requirements above.

An Assessment of Suspect Asbestos-Containing Materials and Suspect-Lead-Containing Paints was done by Clayton Environmental Services for the two buildings located on the project site in 1999.¹² The report identified (based on 33 samples) the presence of asbestos-containing materials at concentrations greater than 1%¹³ in the aircell duct insulation, sheet flooring, and floor tiles of the 830 Seventh Street Building. In addition, although not based on sampling, it was assumed that asbestos concentrations of greater than 1% were present in fire door core insulation and roofing materials in both buildings as well as masonite wall panels, duct seam tape, and window putty in 830 Seventh Street.

¹² Clayton Environmental Consultants, *Assessment of Suspect Asbestos-Containing Materials and Suspect-Lead-Containing Paints at 601 King Street, San Francisco*, December 17, 1999. The report is on file at the San Francisco Planning Department, 1660 Mission Street, in File No. 99.554E.

¹³ The criteria of 1% is used because materials containing more than 1% asbestos are subject to National Emission Standards for Hazardous Air Pollutants and Bay Area Air Quality Management District requirements.

As part of the demolition process the project sponsor would be responsible for properly removing confirmed asbestos containing materials (see Mitigation Measure No. 4, p. 37). Implementation of this measure and compliance with asbestos regulations and procedures already established as part of the permit review process would ensure that any potential impacts due to asbestos would be reduced to a level of insignificance. As such, this issue will not be analyzed further in the EIR.

Lead-Based Paint

An Assessment of Suspect Lead-Containing Paints was done by Clayton Environmental Services for the two buildings located on the project site in 1999. This assessment identified concentrations of lead in three of six samples that were taken. Typically, only paints that are peeling or flaking or have otherwise become separated from their substrate are of concern from a hazardous waste standpoint. All painted surfaces were observed to be intact and in good condition.

Construction activities must comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square feet of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of containment barriers that are at least as effective at protecting human health and the environment as those in the most recent *Guidelines for Evaluation and Control of Lead-Based Paint Hazards* promulgated by the U.S. Department of Housing and Urban Development. The ordinance also identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party (owner or contractor) must provide written notice to the Director of Building Inspection of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or non-residential, owner-occupied or rental property; the approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. Further notice requirements include Sign When Contaminant is

Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable. The ordinance contains provisions regarding inspection and sampling, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures required as part of the San Francisco Building Code would ensure that potential impacts due to lead-based paint would be reduced to a level of insignificance. As such, this issue will not be analyzed in the EIR.

Other Hazardous Building Materials

Other potential hazardous building materials such as PCB-containing electrical equipment, hydraulic oils, or fluorescent lights, could pose health threats for demolition workers but would be mitigated by building surveys and abatement as necessary (see Mitigation Measure No. 4, p. 37). Mitigation is included in the project to reduce impacts of hazardous building materials (see Mitigation Measure No. 4, p. 37). As such, this issue will not be analyzed in the EIR.

Fire Safety

The City of San Francisco ensures fire safety primarily through provisions of the Building Code and Fire Code. The final building plans for any new or modified office building project are reviewed by the San Francisco Fire Department, as well as the Department of Building Inspection, to ensure conformance with these provisions. The proposed project would conform to these standards, which would include sprinkler systems throughout the building. In this way, potential fire hazards, including those associated with hydrant water pressure and emergency access, would be mitigated during the permit review process. Therefore, these issues would not result in a significant effect and will not be analyzed further in the EIR.

13) <u>Cultural</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific Study?	—	X	X
(b) Conflict with established recreational, educational, religious or scientific uses of the area?	—	X	—
(c) Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the Planning Code ?	—	X	X

Archaeological Resources

Until the late eighteenth century, most of the project site was under water. The remainder of the site was part of the Mission Bay shoreline, near the mouth of Mission Creek. Although most known prehistoric sites in the project vicinity are in areas that were historically somewhat inland from the shoreline, a site was discovered in 1986 at Stevenson and Ecker Streets, very near the original shoreline of Yerba Buena Cove. Therefore, it is possible that excavation at the project site could uncover prehistoric cultural resources.

Because the project could involve excavation at the site to a depth that could potentially extend below the 19th century fill, it could adversely affect subsurface deposits of prehistoric archaeological resources. As a result, the project includes a mitigation measure requiring employment of a qualified archaeologist and a pre-excavation testing program (see Mitigation Measure No. 5, p. 37). With this mitigation measure, impacts on archaeological resources would not be significant, and this topic will not be analyzed further in the EIR.

Historic Architectural Resources

Two buildings are located on the project site: 830 Seventh Street and 601 King Street. The 601 King Street building was constructed in the 1980s, lacks any unique architectural attributes, and is not included on any listing of historical resources. The 830 Seventh Street building (which is sometimes also referred to as 601 King Street) was constructed in the 1920s. The California Office of Historic Preservation Directory of Properties in the Historic Property Data File lists 830 Seventh Street (although identified as 601 King Street) as having been constructed in 1927. Based on a 1996 evaluation, the building is rated "6Y2" on the State Office of Historic Preservation database, meaning that it was determined by consensus to be both ineligible and to have no potential for listing on the *National Register of Historic Places*. The building is not listed in Article 10 of the Planning Code.

The project site is located directly across King Street from the Baker & Hamilton Building. The Baker & Hamilton Building is San Francisco Historic Landmark No. 193, as designated in the Planning Code, Article 10, Appendix A. It also received an "A" rating from San Francisco Architectural Heritage and a "3" rating in the Planning Department's 1976 Architectural Quality Survey. The building has been determined eligible for listing on the *National Register of Historic Places*. The proposed project would not affect the Baker & Hamilton, itself recently approved for renovation and conversion to office space.

In light of the above, effects on historic architectural resources would not be significant and will not be analyzed further in the EIR, except as discussed in relation to the visual qualities of the new structure, provided for informational purposes.

C. OTHER	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
Require approval and/or permits from City Departments other than Planning Department or Department of Building Inspection, or from Regional, State, or Federal Agencies?	—	X	—

D. MITIGATION MEASURES

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
1) Could the project have significant effects if mitigation measures are not included in the project?	X	—	—	X
2) Are all mitigation measures necessary to eliminate significant effects included in the project?	—	X	—	X

The following are mitigation measures related to environmental effects determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing these measures, which are proposed as part of the project, as well as other measures that would be, or could be, adopted to reduce potential adverse effects of the project identified in the EIR.

Mitigation Measure 1 – Noise and Vibration

The project sponsor shall require the construction contractor to use state-of-the-art noise shielding and muffling devices on construction equipment. The project sponsor shall also be required to notify adjacent building owners and occupants, prior to pile-driving and other vibration-producing activities, of the dates and expected duration of such work.

Mitigation Measure 2 – Construction Air Quality

The project sponsor shall require the contractor(s) to sprinkle the project site with water during demolition, excavation and construction activity twice per day; sprinkle unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material being hauled on trucks; and sweep surrounding streets during demolition and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose.

Mitigation Measure 3 – Geology

- a. The project sponsor and contractor shall follow the recommendations of the final geotechnical report(s) regarding any excavation and construction for the project.

- b. The project sponsor shall ensure that the construction contractor conducts a pre-construction survey of existing conditions and monitors the nearby Baker & Hamilton Building for damage during construction, if recommended by the geotechnical engineer.

Mitigation Measure 4 – Hazards

The project sponsor shall ensure that building surveys for PCB-containing, hydraulic oils, fluorescent lights, lead-based paint are performed prior to the start of renovations. Any hazardous materials so discovered shall be abated according to federal, state, and local laws and regulations. Asbestos-containing materials shall be removed and disposed or encapsulated prior to remodeling and reuse of the building. Interior asbestos-containing materials shall be removed as part of the project. All asbestos abatement and encapsulation procedures shall be performed in accordance with applicable federal and state guidelines. Equipment identified as containing PCB oils shall be removed and properly disposed. Construction and renovation activities that disturb surfaces containing lead-based paint shall comply with Chapter 36 of the San Francisco Building Code for the identification, safe work practices, proper removal methods, and notification.

Mitigation Measure 5 – Cultural Resources

Given the location and magnitude of excavation proposed, and the possibility that archaeological resources could be encountered on the project site, the project sponsor shall retain the services of an archaeologist. The archaeologist shall carry out a pre-excavation program to better the probability of finding cultural and historical remains. The testing program shall use a series of mechanical, exploratory borings or trenches and/or other testing methods determined by the archaeologist to be appropriate.

If after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist shall submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigation or precautions are necessary, he/she shall consult with the ERO and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist shall immediately notify the ERO, and the project sponsor shall halt any activities which the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources shall be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist shall prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which shall contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO shall recommend specific additional mitigation measures to be implemented by the project sponsor.

These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural material.

Finally, the archaeologist shall prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure shall be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) shall be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center of the California Historical Resources Information System at Sonoma State University. Three copies of the final archaeology report(s) shall be submitted to the Office of Environmental Review, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center.

E. ALTERNATIVES

The EIR will analyze alternatives to the project that could reduce or eliminate any significant environmental effects. At a minimum, these alternatives will likely include a No Project Alternative and a Reduced Scale Alternative. The Reduced Scale Alternative would result in the construction of less office space than the proposed project and would therefore result in a corresponding lessening of effects related to transportation and air quality and other issues. If applicable, the EIR will also describe any alternatives that have been considered by the project sponsor and rejected, along with the reasons for their rejection.

F. MANDATORY FINDINGS OF SIGNIFICANCE Yes No Discussed

1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	_____	<u>X</u>	<u>X</u>
2) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	_____	<u>X</u>	_____
3) Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	_____	<u>X</u>	<u>X</u>
4) Would the project cause substantial adverse effects on human beings, either directly or indirectly?	_____	<u>X</u>	_____

G. ON THE BASIS OF THIS INITIAL STUDY

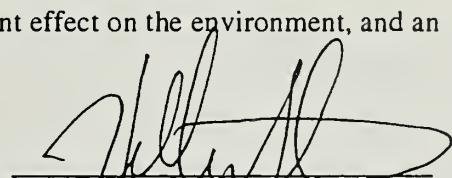
_____ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

_____ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers _____, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date

3/31/00



HILLARY E. GITTLEMAN
Environmental Review Officer
for
GERALD G. GREEN
Director of Planning
Planning Department

● **CHAPTER X**

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